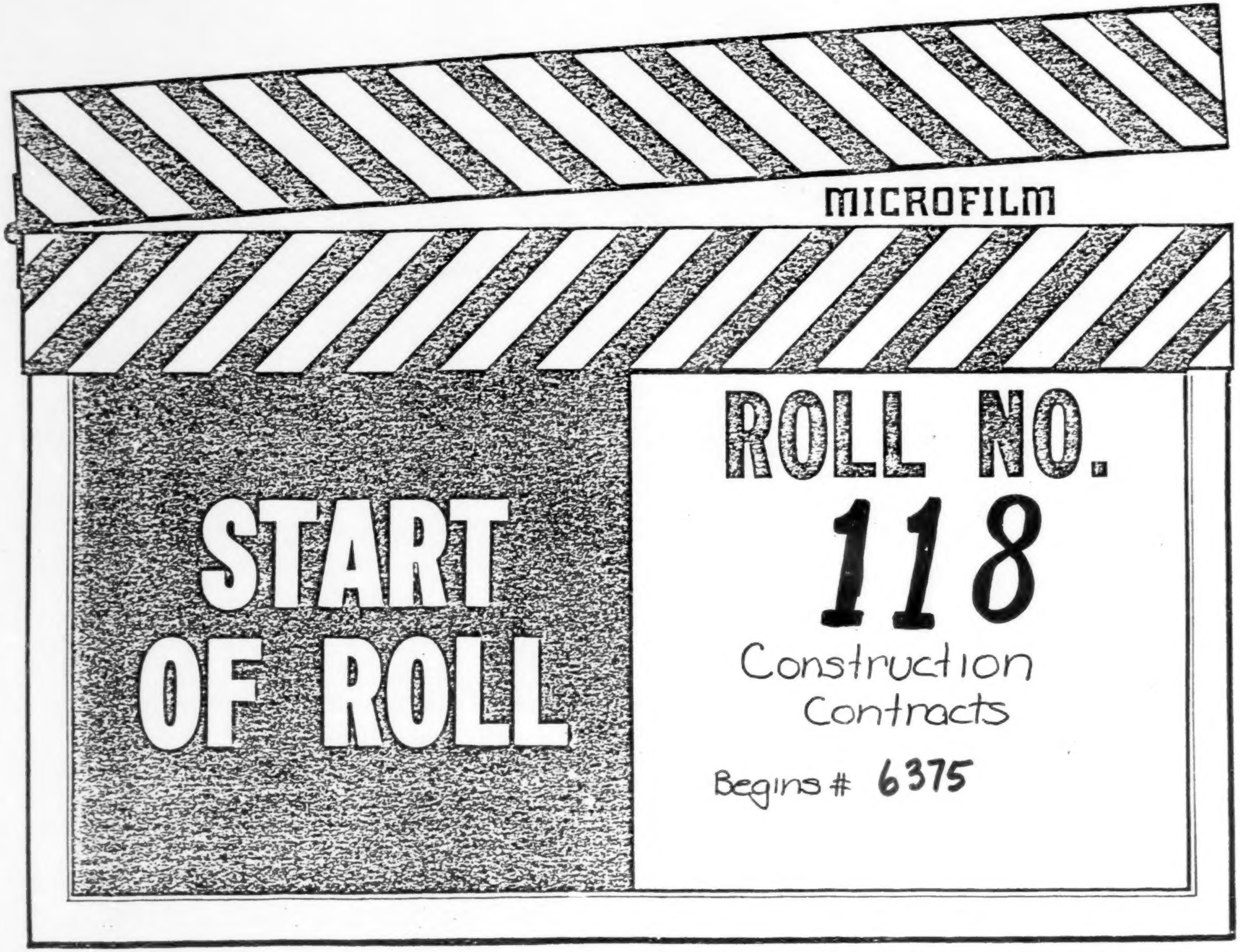

MICROFILM

START OF ROLL

ROLL NO.

118

Construction Contracts

Begins # 6375

S-93(2) Scott Canyon-Wasco Sec., 1963
FAS 313, S. of Rufus (Stone base
#6375 & Oiling)

C&A 2660

RECEIVED
APR 26 1965

FOR FILING
S-93(2)

6375

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 22, 1965

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
L. R. Backlund
Admin. Manager

By: L. R. Backlund
Administrative Manager

Federal-aid Project No. S-93(2)

Voucher No. 6, Final.

The referenced voucher has been approved for payment in the amount of $4,048.41 as submitted.

REFERRED TO
Young
Date: 4-26-65 By: WBK
For:

Due Date:

copy sent 4-26

Orig to Maison
4-26-65

RECEIVED
SEP 21 1964
FOR FILING

5-93(A)
6375

September 18, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6375 awarded to Frank G. Bauine, Inc., for stone base-oiling the Scott Canyon-Wasco Section of FAS Route 313 in Sherman County, was completed on June 26, 1964, and accepted by the Highway Commission on September 18, 1964.

Final payment, in the amount of $7,254.22 will be released to the contractor after September 25, 1964. The total contract amount is $141,200.71 including $234.16 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Frank G. Bauine, Inc.,
P. O. Box 305
Parkwater Station
Spokane 6, Washington

cc: L. H. Young
C. H. Maison
Attn.: John Herr

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SEP 1 8 1964

FOR FILING

s-93(2)

6375

September 18, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 26 on Contract No. 6375. The contract was with Frank G. Baulne, Inc. and was for stone base and oiling on the Scott Canyon-Wasco Section, FAS Route 313 in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 18, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

S-93 (2)

9

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:
WEEK ENDING: July 31, 1964
SECTION: Scott Canyon - Wasco
SECTION PREFIX: 528-1040
HIGHWAY: FAS Route 313
COUNTY: Sherman
NAME OF JOB: Scott Canyon - Wasco
KIND OF WORK: Stone Base and Oiling
CONTRACTOR: Frank G. Baulne, Inc.
CONTRACT NUMBER: 6375
FEDERAL AID PROJECT NUMBER: S-93(2)
DATE OF CONTRACT: Dec. 24, 1963
DATE WORK STARTED: Dec. 31, 1963
ESTIMATED COMPLETION DATE: June 26, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: 55
WORK DAYS USED: 49
PERCENT OF TIME ELAPSED: 89
PROJECT AUTHORIZATION: $170,476.88
ENGINEERING AUTHORIZATION: $12,122.80
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $158,354.08
ENGINEERING COST TO DATE: $13,000.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $141,200.50
PERCENT OF AUTHORIZATION: 107%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10.8%
DATE PROJECT WAS COMPLETED: June 26, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
				100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Aggregates ~~PAVING~~
MILES IN PROJECT		6.60		6.60	
MILES PARTIALLY COMPLETED		"		"	
MILES COMPLETED		"		"	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		91,900 Tons		560 T. Asph.	4,700 CY
TOTAL QUANTITIES CORRECTED TO DATE		85,177 "		499 T. "	4,795 CY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		"		"	"
AVERAGE DAILY QUANTITIES		-	- Project Completed		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Clear and Warm		
TUESDAY	Fair and Warm		
WEDNESDAY	Partly Cloudy, Showers & Warm		
THURSDAY	"		
FRIDAY	Partly Cloudy and Warm		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 3 1964
NO. CE ACE ACE CCE

CB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Still have not received signed Price Agreement from contractor for non-specification asphalt, but Semi-final Estimate has been readid, and will be sent to Division Office by earliest State transportation available.

- FINAL REPORT -

SIGNED Ernest L. Scrivner

ADDRESS P.O. Box 302, The Dalles

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JAN 24 1964

State

Fo pproved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 1-111	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 1-22-64	COUNTY Sherman
PROJECT REPORT NO. 4		PROJECT NO. S-93(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Scotts Canyon to Wasco

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-63	6.600
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 166,688.00	$ 105,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. H. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer January 22, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-93(2)

SCOTT CANYON-WASCO SECTION OF FAS 311

IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 30, 1963

Type Code 5231
Roadway (M.P. 2.9 to M.P. 9.5)(Contract No. 6175)

Coarse Crushed Material in Base	76,300	ton	$ 1.15	$ 87,745.00
3/4"-0 Material in Base	15,600	ton	1.20	18,720.00
Sprinkling	1,500	M-gal.	2.00	3,000.00
Preparation of Base	6.60	mile	200.00	1,320.00
3/4"-0 Material in Binder Course	700	cu.yd.	3.40	2,380.00
Furnishing and Placing Aggregates	4,000	cu.yd.	3.50	14,000.00
MC-250 Asphalt	160	ton	45.00	7,200.00
200-300 Asphalt	310	ton	41.00	12,710.00
RS-2 Asphalt	90	ton	44.00	3,960.00
				$151,035.00
Flagging (57½% of Contractor's Cost)	All Required			$ 500.00
	Subtotal			$151,535.00
	10% Engr. & Cont.			15,153.00
	Total			$166,688.00

Length of Roadway - - - - - - - - - - - - - 6.600 miles
Cost of Roadway per Mile- - - - - - - - - $25,255.75

Federal Funds	$105,000.00
State Funds	30,844.00
County Funds	30,844.00
	$166,688.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. [illegible], Laws 1923;
Chap. 529, Laws 1933.

Funds for Maint.: Chap. 529, Laws 1933.

RECEIVED
AUG 12 1964
FOR FILING

6175

January 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Reference is made to the Scotts Canyon-Wasco Section, Project No. S-93(2), Program Item 847.

Mention was made in the program description of three substandard vertical curves which would require rather expensive revision to bring them to minimum design standards. We find this statement was in error for the reason it was based on the use of State Highway Standards rather than the AASHO Standards of August 1, 1945, as approved under our present Secondary Road Plan.

Accordingly, we find only minor adjustments are required to conform the project with the required minimum design standards and a copy of a letter from Sherman County Judge, Vernon I. Miller, is enclosed, stating all necessary adjustments will be made by them prior to construction of the oil mat surface recently placed under contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWM:er

RECEIVED
JAN 7 1964

FOR FILING

615

January 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to the Scotts Canyon-Wasco Section, Project No. S-93(2), Program Item 847.

Mention was made in the program description of three substandard vertical curves which would require rather expensive revision to bring them to minimum design standards. We find this statement was in error for the reason it was based on the use of State Highway Standards rather than those of Federal Aid Secondary Roads.

Accordingly, we find only minor adjustments are required to conform the project with the required minimum design standards and a copy of a letter from Sherman County Judge, Vernon I. Miller, is enclosed, stating all necessary adjustments will be made by them prior to construction of the oil mat surface recently placed under contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:bb

RECEIVED
FEB 24 1964
FOR FILING

December 24, 1963

Frank G. Bauine, Inc.
5305 East Boone Avenue
Yardley, Washington

Gentleman:

The State Highway Commission on December 18, 1963, accepted your proposal for stone base and oiling on Scott Canyon-Wasco Section of FAS 313 in Sherman County for the sum of $151,035.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded the project to you, which has been assigned Contract No. 6375.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fma

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
DEC 27 1963

FORM E-30X—50M—9-62 43908

FOR FILING

6375

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1963

SUBJECT: Scott Canyon-Wasco Section
FAS 313, Sherman County

To: Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

Herewith Sherman County's warrants for $21,300 and $12,700 totaling $34,000. This is the required advance deposit for the above section and the contract is now clear for award.

V. R. Jones
V. R. Jones, Planning Engineer
County and City Division

VRJ:mm
Att.

cc: L. P. Shaw ✓
L. H. Young

RECEIVED
DEC 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.________

Salem, Oregon
December 5, 1963

FAS-C Agreement
Scott Canyon-Wasco Section
FAS 313, Sherman County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of an agreement with Sherman County covering construction on the Scott Canyon-Wasco Section of FAS 313, Sherman County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Sherman County.

Secretary

rn
Attach: 1

RECEIVED OCT 1 1963 FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section SCOTT CANYON-WASCO Highway F.A.S. 313 County SHERMAN Prefix

Res. Engr. Approx. Length of Project 6.6 Miles. Sta. to Sta. Date 9-18-63

Frost Penetration -16"-18"

TYPICAL SECTIONS Traffic Classif. - MEDIUM

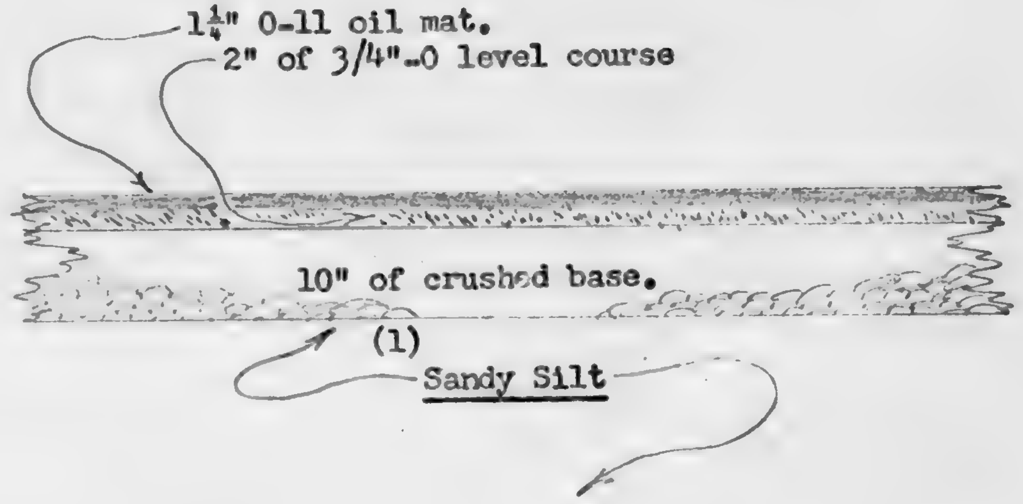
SOIL SURVEY AND PROJECT BASE DESIGN SUBMITTED AT THE REQUEST OF COUNTY-CITY DIVISION.

(1)

Typical Soil

23	LL
0	PI
85	% P200
99	% P 10
1	% Gravel
1	% C Sand
13	% F Sand
78	% Silt
7	% Clay
18	"R" Value (Corrected)

AASHO Classif. - A-4 (8)



Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			1¼ 2 10	0-? Level Cr Base
13½			13¼	

NOTED LLOYD P. SHAW

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by J W Yarbrough
~~Soils Engineer~~ Staff Assistant

Recommended by
Construction Engineer

Recommended by
Asst. Engineer of Materials

Approved by
ASSISTANT ~~Deputy~~ State Highway Engineer

B.P.R.

cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

County-City (2)

PAVEMENT TYPE SELECTION

SCOTT CANYON-WASCO SECTION
F.A.S. 313
SHERMAN COUNTY

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM Present ADT 200 1980[2] ADT 320 % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 16"-18" Annual ~~Rainfall~~ Precipitation 11±

4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4, 6, and 12, an O-11 oil mat has been selected.

RECEIVED
FEB 18 1963
FOR FILING

[illegible]

[illegible]

1/31/63
30

February 5, 1963

Sherman County Court
Courthouse
Moro, Oregon

Gentlemen:

The Sherman County Court on January 17, 1963, submitted a letter to the State Highway Commission stating that the County Court is requesting an allotment of Federal Accelerated Public Works funds for improving the Scott Canyon County Road and requesting the State Highway Commission to make the necessary surveys and prepare plans for the improvement if the application is approved.

This matter was discussed by the Commission at its meeting on January 31, 1963. The Commission authorized assistance in preparation of surveys and plans if the application for Federal funds is approved.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: R. L. Porter
L. P. Shaw
V. D. Wolfe
H. S. Cox

RECEIVED
JAN 23 1963
FOR FILING

3-45(S)
5375

January 22, 1963

Oregon State Highway Commission

Gentlemen:

Sherman County is applying for an allocation of Accelerated Public Works funds to improve the Scott Canyon County Road. This facility runs from Wasco to Rufus and is being used as a detour during the construction of the Thornberry-Mud Hollow Section of the Sherman Highway.

The Sherman County Court has requested that, should its application be approved, the Highway Department prepare for the County the surveys and plans for the proposed work. I understand that the County contemplates doing the grading with county forces and that the plans would cover surfacing and oiling work only. Should this be the case, the expenses involved would be fairly nominal.

The matter will be on the agenda for the January 31 meeting of the Highway Commission and I recommend that the County's request have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

RLP:ms bbc

January 17, 1963

Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

Gentlemen:

Sherman County is making application to the Community Facilities Administration of the Federal House and Home Finance Agency for an allotment of Accelerated Public Works funds for improving the Scott Canyon County Road. Should this application be approved, we ask that the Highway Commission make the necessary surveys and prepare the necessary plans to cover this improvement.

It would be appreciated if this matter could be considered at the January 31 Highway Commission meeting.

Very truly yours,

SHERMAN COUNTY COURT

By

L. E. Kaseberg
L. E. Kaseberg, Commissioner

Luther W. Davis
Luther W. Davis, Commissioner

S-130(3) Hay Cr. Br., Hay Cr. Co. Rd., 1963
S.W. of Arlington & W. of Mikkalo
#6376

1
C4A 2662

Fas 440
Gilliam Co

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-150 (3-64)

GHWAY DEPARTMENT INVOICE

NO. 84879

DATE: 6/11/65
BILLING REQ. NO.: CC-941
YOUR ORDER NO.:
CREDIT DISTRIBUTION: 511-1032-097

Gilliam County
Courthouse
Condon, Oregon

RECEIVED
JUN 15 1965
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing Hay Creek Bridge, Fas 440 covered by agreement dated June 10, 1963			
Original advance deposits		5,200.00	
Less amount previously transferred		3,200.00	
Balance advance deposits			2,000.00
County share construction costs		4,440.12	
Less amount previously transferred		3,200.00	
Balance due			1,240.12
To be refunded			759.88

NOTED
R. H. PRANCE

ACKNOWLEDGMENT OF [illegible] REQUEST
Cash Received with Request: $
By

RECEIVED
APR 22 1964
FOR FILING

6376

April 22, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On April 3, 1964, we wrote to you concerning release of final payment on contract #6376, awarded to R. L. Coats, for structure on the Hay Creek Bridge Section of the Hay Creek Road (FAS 440) in Gilliam County.

Final payment on this contract is $3,953.72 and the total contract amount is $22,471.22. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

cc: C. H. Matson
Attn.: John Herr

RECEIVED
APR 3 1964

FOR FILING

April 2, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed March 19 on Contract No. 6376. The contract was with R. L. Coats and was for work on Hay Creek Bridge on the Hay Creek Road in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 2, 1964, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison

PMS:bbc

County & City

OREGON STATE HIGHWAY DEPARTMENT

NOTED
R. H. PRANGE

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

NOTED
DON HARWELL

3-19-64

NOTED
~~R. M. ALLISON~~

NOTED
~~P. B. Arensmeier~~

Project Name Hay Creek Bridge Contract No. 6576

Highway Hay Creek County Road Prefix No. S11-1032

County Gilliam F. A. No. S-130(1)

Final inspection made on March 19, 1964 (date) by H. S. Coulter

in company with R. G. Ricketts, L. W. Gallaher, T. A. Nichols, U.S.B.P.R.

Gene Stager, U.S.B.P.R.

CHECK LIST

Date		Date	
	Construction signs removed.	3-17-64	Opened to traffic.
none	Salem Office notified to rescind construction speed zone.		
3-19-64	Contractor removed equipment from project.		
3-17-64	Roadside cleanup completed.		

RECEIVED
MAR 27 1964
ENGINEER
COUNTY & CITY DIVISION

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Satisfactory job. Also inspected by Mr. Tom Philbrick, Gilliam County Roadmaster and accepted by the County. Project constructed in substantial conformity to specifications.

All contract work on this project has been completed and recommendation is made for acceptance on March 19, 1964 (date). The semi-final estimate will be submitted about April 1, 1964 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
~~District Maintenance Supt.~~
Traffic Engineer
County and City Division
Bridge Engineer
B.P.R.

H. S. Coulter
(signed)

Assistant Division Engineer
(title)

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 2-66	PR-2 (Rev. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
		COUNTY **Gilliam**
PROJECT REPORT NO. 4		PROJECT NO. **S-130(3)**

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Hay Creek 6 mi. W. Mikkalo

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-63	0.015
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,399.00	$ 16,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. M. Parsons
(Division Engineer)
By: E. R. Becklund, Administrative Mgr.

Date executed by Division Engineer **January 30, 1964**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-130(3)

HAY CREEK BRIDGE ON FAS [illegible]

IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 21, 1964

Type Code 1021
Hay Creek Bridge (Br. [illegible]) (Sta. 82+[illegible] to Sta. 81+[illegible]) (Contract 6376)

Shoring, Cribbing, etc.	All	Required		$ 3,900.00
Structural Excavation	250	cu.yd.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	25	cu.yd.	10.00	250.00
Class "A" Concrete ([illegible] cu.yd.)	All	Required		12,[illegible].00
Metal Reinforcement ([illegible] lb.)	All	Required		[illegible]
		Subtotal		$23,090.00
		10% Engr. & Cont.		2,309.00
		Total		$25,399.00

Length of Structure - - - - - - - - - - - 0.0[illegible] mile

Federal Funds - $16,000.00
State Funds - 4,699.50
County Funds - 4,699.50

$25,399.00

State Funds for Const.: Chap. [illegible], Laws 1917; Chap. 31, Laws 1920;
Chap. 527, Laws 19[illegible].

Funds for Maintenance: Chap. 52[illegible], Laws [illegible]

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 17 1964
FOR FILING

6376

January 15, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

R. L. Coats started work on Hay Creek Bridge, Contract No. 6376, FAS 440 on the Hay Creek Road in Gilliam County on January 13, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc C.H. Maison
L.H. Young
D. B. Parkes
Floyd Query

NOTED
FLOYD QUERY

Form A-130-

[illegible]REGON STATE HIGHWAY DEPARTME[illegible]

Project Authorization and Record of Work Orders

RECEIVED
JAN 8 1964
ENGINEER
COUNTY & CITY DIVISION

Section	Hay Creek Bridge Bridge No. 9264	**Contract No.**	6376
Highway	Hay Creek Road, FAS 440	**F. A. Project No.**	S-130(3)
County	Gilliam	**Job Prefix**	511-1032
Kind of Work	Structure	**Date of Award**	January 2, 1964
Contractor	H.L. Coats, 1270 Trenton Ave, Bend, Oregon	**Division Engineer**	A. F. Parson
Specified Work Days	70	**Resident Engineer**	Don Gallaher

CONSTRUCTION AUTHORIZATION

Contract amount		$ 23,090.00
Additional anticipated items:		
NONE		
Subtotal		$ 23,090.00
Contingencies (4½%)		1,039.05
Construction Engineering (8%)		1,847.20
Subtotal		$ 25,976.25
Credit for maintenance rock		
Total original construction authorization		$ 25,976.25

NOTED
R. M. ALLISON

NOTED
F. B. [illegible]

NOTED
R. H. PRANGE

OTED
. COX

OTED
V. R. [illegible]

NOTED
DON HARWELL

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-2-64	CC 839		511-1032-097

INVOICE NUMBER 80597

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Gilliam County
Courthouse
Condon, Oregon

Att: County Court

NOTED
H. S. COX

RECEIVED
JAN 6 1964
COUNTY ENGINEER
COUNTY - CITY DIVISION

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			5,200.00
Partial transfer of county's advance deposit for the Hay Creek Bridge Section of FAS 440. Covered by agreement dated June 10, 1963.			3,200.00
To be retained			2,000.00

NOTED
P. B. A[illegible]

NOTED
[illegible]

NOTED
R. H. PRANGE

NOTED
M. ALLI

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By __________________________

A 150 (REVISED 7-60)

RECEIVED
FEB 24 1964

FOR FILING

6376

December 31, 1963

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

Dear Mr. Coats:

The State Highway Commission on December 18 accepted your proposal for construction of Hay Creek Bridge on Hay Creek County Road in Gilliam County for the sum of $23,090.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer awarded you the project on December 30, which has been assigned Contract No. 6376.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fsn

Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R. JONES

December 18, 1963

Gilliam County Court
Courthouse
Condon, Oregon

Gentlemen:

On December 17, a satisfactory bid was received from R. L. Coats Company of Bend for construction of the Hay Creek Bridge on FAS 440. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$23,090.00
Engineering and Contingencies, 12-1/2%	2,886.25
Estimated Total Cost	$25,976.25
County Advance Deposit 20% of $25,976.25 = $5,195.25 or say	$ 5,200.00

Please make this advance deposit by means of a check or warrant in the amount of $5,200 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

RECEIVED
DEC 1 1 1963

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

December 10, 1963
Salem, Oregon

FAS-C Agreement
Hay Creek Bridge Section
FAS 440
Gilliam County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of FAS-C Agreement with Gilliam County covering the Hay Creek Bridge Section of FAS 440 in Gilliam County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Gilliam County.

Secretary

rn
Attach: 1

NOTED
R. H. PRANGE

MEMO TO J. W. NASH

Date: 11/7/63

NOTED
H. S. CO

FAS 440 , GILLIAM COUNTY **HAY CREEK BRIDGE SECTION**

TERMINI: Bridge over Hay Creek 6.0 miles west of Mikkalo.

NOTED
[illegible]WELL

PROPOSED WORK: Construct reinforced concrete bridge 80' long and 24' wide.

NOTED
R. M. ALLISON

PROJECT LENGTH: 0.015 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$25,000	$15,000	$5,000	$5,000	(County)

EXISTING FACILITIES: Timber pony truss bridge 14' wide. Bridge is poorly designed and is understrength.

ADJACENT SECTIONS:
[redacted]/EAST END: 20' graveled surface, 2' shoulders.

[redacted]/WEST END: 20' graveled surface, 2' shoulders.

PROJECT DATA: Construct an RCDG bridge 80' long and 24' wide on existing alignment. County forces will remove old bridge, construct and maintain detour, and construct road connections. The section of road on which this bridge is situated was constructed under S-130(2).

RIGHT OF WAY:	100' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
MINIMUM DESIGN STANDARDS:	No exceptions.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-130(1) or S-130(2).

NOTED
V. R. JONES

VRJ:mm

NOTED
P. B. Arensmeier

RECEIVED
SEP 17 1963
FOR FILING

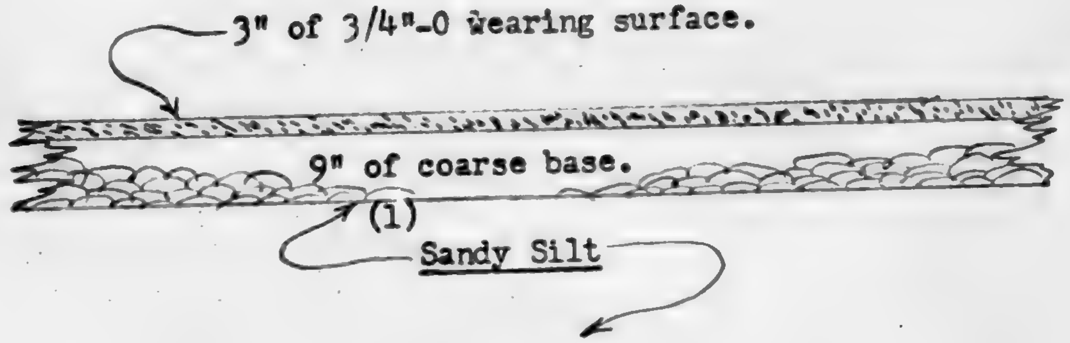
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section HAY CREEK BRIDGE Highway F.A.S. 440 County GILLIAM Prefix 511-1481

Res. Engr. ________ Approx. Length of Project 0.2 Miles. Sta. ________ to Sta. ________ Date 8-23-63

Frost Penetration - 24"±

TYPICAL SECTIONS Traffic Classif. - LIGHT



(1) Typical Soil

24	LL
5	PI
85	% P200
2	% Gravel
1	% C Sand
12	% F Sand
73	% Silt
12	% Clay
6	"R" Value (Corrected)

AASHO Classif. - A-4 (8)

Required Base & Wear		Designed Base & Wear		
Crushed	Non Crushed	Exist. Surf. Allow.	New Work	
			3	3/4 W.S.
			9	Base
12			12	

Note:
State participation is to prepare plans, specifications, and estimates, and to let the structure contract. Gilliam County will construct the approaches.
Surfacing thickness design furnished to assure ample subgrade width.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the County.											

Submitted by ________ Staff Assistant

Recommended by ________ Construction Engineer

Recommended by ________ Engineer of Materials

Approved by ________ ASSISTANT ~~Deputy~~ State Highway Engineer

B.P.R.
cc Asst. ~~Deputy~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

County-City (2)

PAVEMENT TYPE SELECTION

HAY CREEK BRIDGE SECTION
F.A.S. 440
Gilliam County
Prefix 511-1471

Principal Factors Governing Selection

1. Traffic Classification: LIGHT Present ADT 10 1980 ADT 20 % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 2 4± Annual ~~Rainfall~~ Precipitation 9"±

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Gravel or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and
Recognition of Local Industry: County preference is for this type (gravel) wearing surface

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially
Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4, 6, and 12 , a gravel wearing surface has been selected.

6-21-63

RECEIVED
JUN 25 1963

FOR FILING

Prefix No. 511-1471

LOCATION PROSPECTUS
HAY CREEK BRIDGE
FAS 440
GILLIAM COUNTY

The following prospectus is submitted concerning the above-mentioned section of Hay Creek Road (FAS 440) which is a county road on the Federal-aid Secondary System. The bridge is located approximately 6.0 miles west of the community of Mikkalo. The overall length is 0.2 mile.

This will be a location survey to prepare plans, specifications and estimates for the construction of a new bridge over Hay Creek. The new structure will be built on existing alignment with possible minor changes for improvement. Gilliam County will perform the actual construction of the approaches and the State will let the structure contract.

Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed.

The 1962 ADT is 10 and the projected 1982 ADT is 20. The existing narrow timber pony truss bridge warrants replacement on standards of a Class "F" highway with maximum grade and curvature of 9 per cent and 24 degrees respectively. The typical section will consist of two 10-foot travel lanes with 2-foot shoulders. The new structure will have a horizontal clearance of 24 feet with no sidewalks. A deviation from State standards is anticipated in the requested structure width.

Rise and fall and central angle data will be determined during the survey. There will be no need to tie this project to the Lambert Grid System. Local level data will be used for vertical control.

This is a county road with no control of access. There are no railroad crossings. Hay Creek is the stream crossing. The existing road can be closed during construction and Gilliam County will provide the detour.

The tentative base design for construction is:

Wearing Surface	3"	3/4"-0 Material
Bottom Course Base	9"	Coarse Material
Total Depth	12"	

(Base design is subject to change upon completion of soils investigation.)

Materials are available from local or county sources.

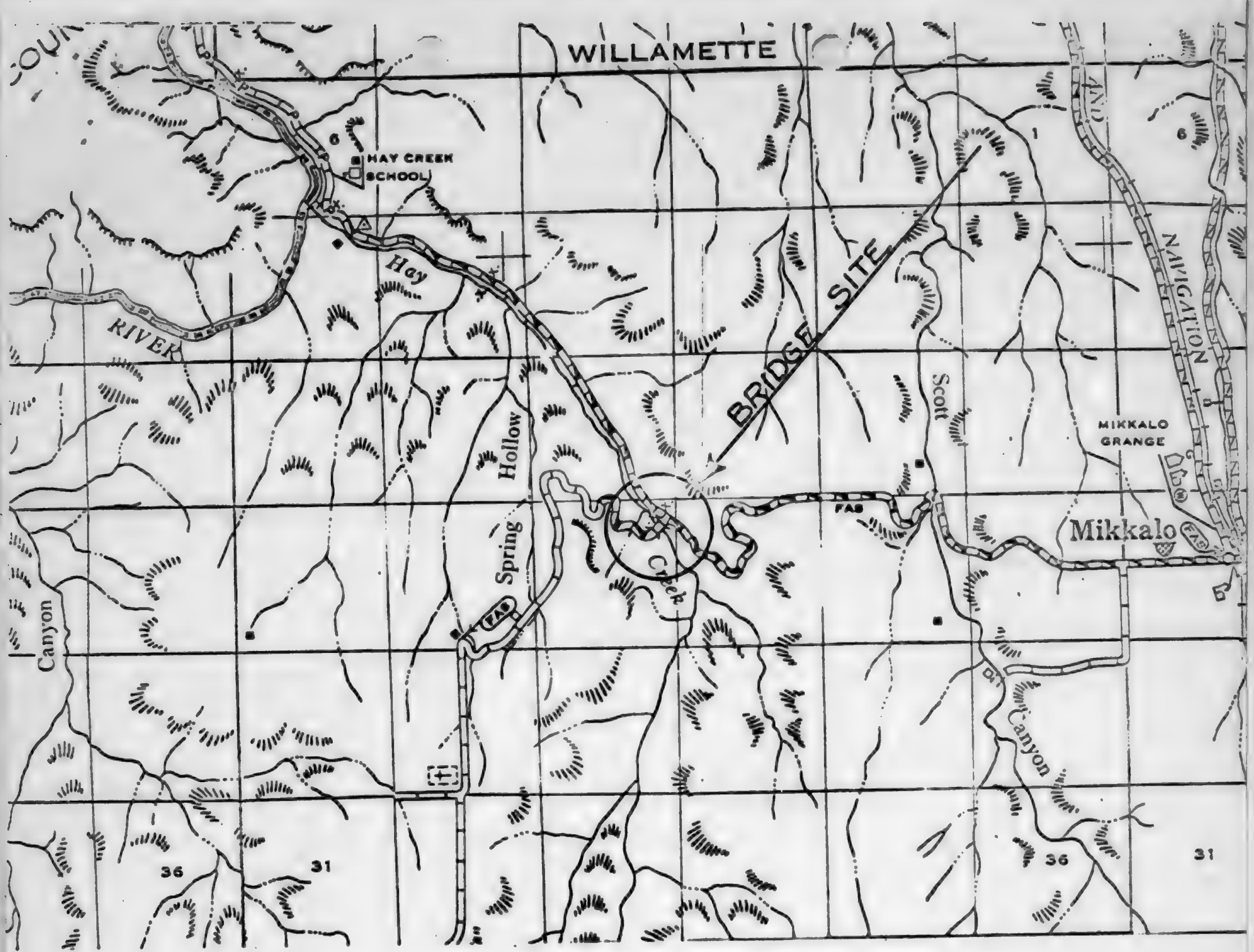
Agreements with Gilliam County will be negotiated.

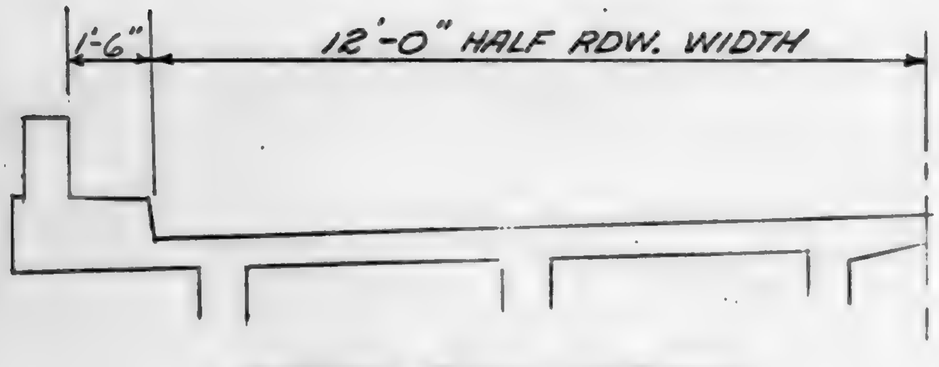
There are no State parks or roadside rest areas affected by this project.

June 21, 1963
Attach.
cc Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

[illegible]


COUN
WILLAMETTE
HAY CREEK SCHOOL
6
1
6
Hay
RIVER
BRIDGE SITE
Hollow
Spring
Creek
FAS
FAS
Scott
MIKKALO GRANGE
Mikkalo
FAS
AND
NAVIGATION
Canyon
Canyon
36
31
36
31


1'-6"
12'-0" HALF RDW. WIDTH

BRIDGE DECK SECTION

PROSPECTUS MAP
HAY CR. BRIDGE SECTION
HAY CR. ROAD FAS 440

GILLIAM COUNTY

Scale 1" = 1 MILE JUNE 63

GILLIAM COUNTY
PROPOSED PROJECTS (1964 Funds)

FAS 440, Hay Creek Road: Hay Creek Bridge, $25,000. The proposed project is for the replacement of the existing narrow timber pony truss with a bridge 24' in width. This bridge is located 6 miles west of Mikkalo and is on a section which was graded under a previous FAS project.

FAS 721, Wehrli Canyon Road: Dyer Creek Culvert, $12,000. It is proposed to replace the existing timber culvert with a suitable culvert installation, either an arch type structural plate or a concrete box culvert. This culvert is located at a connection with the John Day Highway south of Condon and the work will be included in the contract for the improvement of the Thirtymile Creek-Dyer Creek Section of that highway.

[illegible]

63-d
5/16/63

34-1617 Hillsboro Traffic Signals at 1963
Inters. of 10th Ave. & Maple St.
#6377

FORM E-1 (REV 5-62)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: Jan. 29, 1965

SECTION: Goshen - Cottage Grove

SECTION PREFIX: 620-1096

HIGHWAY: Pacific

COUNTY: Lane

NAME OF JOB: Roadside Improvement

KIND OF WORK: Planting & Seeding

CONTRACTOR: Knight Pearcy

CONTRACT NUMBER: 6377

FEDERAL AID PROJECT NUMBER: I-5-3(53)175

DATE OF CONTRACT: July 10, 1963

DATE WORK STARTED: July 24, 1963

ESTIMATED COMPLETION DATE: June 3, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 50

WORK DAYS USED: 50

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 63,743.05

ENGINEERING AUTHORIZATION: $ 4,532.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 59,210.22

ENGINEERING COST TO DATE: $ 6,858.62

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,429.83

PERCENT OF AUTHORIZATION: 151.3 %

ESTIMATED PERCENT UNDERRUN: 4.7 %

DATE PROJECT WAS COMPLETED: June 3, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain		
MONDAY	Rain AM Clearing PM		
TUESDAY	Cloudy		
WEDNESDAY	Rain		
THURSDAY	Rain		
FRIDAY	Rain		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity. Contractor has not yet started replacement planting. The ground is still too wet for this work.

SIGNED Res. Engr.

ADDRESS 2141 E. 15th. St., Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 31 1964

FOR FILING

[illegible]

[illegible]

December 31, 1964

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

A post-final payment for $462.00 will be made to Trowbridge Electric Company on Contract No. 6377 for traffic signal installation in Hillsboro (10th Avenue at Maple Street) on the Tualatin Valley Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $6,397.00, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Ken Bailey Insurance Agency
830 S.E. Rose
Roseburg, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
JAN 26 1965
FOR FILING

6377

December 16, 1964

Trowbridge Electric Company
721 SE Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 15, considered your request for 50 additional workdays to complete Contract No. 6377 for traffic signal installation in Hillsboro (10th Avenue at Maple Street) on the Tualatin Valley Highway in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 11 additional workdays without assessment of liquidated damages.

Nondelivery of materials is not a reason for extension of workdays, but because of some extenuating circumstances the 11 days were granted, which was the time needed to complete the job. This action does not establish a precedent and should be considered in bidding future projects.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc
R. L. Porter
A. E. Johnson
Warren Mueller
~~F. D. Morgan~~ Muckant
L. H. Young
C. H. Maison

RECEIVED
DEC 14 1964
FILING

December 11, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 8
December 15, 1964 Meeting

Gentlemen:

Trowbridge Electric Company, contractor for the installation of a traffic signal at Tenth Avenue at Maple Street in Hillsboro, Contract No. 6377, has requested an additional 50 workdays without assessment of liquidated damages to complete work on the contract. The contractor's request (Form E-320) is attached.

The contractor's request is predicated on the fact that he was not able to secure a part of the materials, poles specifically, in time to permit him to complete the overall contract work within the time specified.

The contract specified certain types of manufactured poles presumably without the need for submission of shop details for approval by the engineer. However, there is evidence to indicate that the supplier considered a small change in the pole design to require shop details. The preparation, submission, and approval of these details consumed considerable time and is the reason for the delay in arrival of materials and completion of the job.

Nondelivery of materials is not a reason for extension of workdays; however, in this particular case, we believe in fairness to the contractor and that he should be allowed an extension of time for 11 workdays without liquidated damages which is the actual time he needed to complete the job.

If approved, it is proposed to notify the contractor that this action does not establish a precedent and he should take this into consideration on future jobs.

We recommend your approval of this extension. This will be on the agenda at the December 15 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc: Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson

PMS:bbc

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6377 Contractor Trowbridge Electric Co., 721 S.E. Oak Ave, Roseburg, Ore.

Highway Tualatin Valley

Section 10th Ave. at Maple St., (Hillsboro) Job # 8106A

Kind of Work Traffic Signal Installation.

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

The failure of the material supplier, in this case, Union Metal Manufacturing Co., to deliver the metal signal poles is the cause of delay in completing the project. According to the terms of the contract as stated on page 18 and 19 of the Special Provisions, this is not cause for increase in the number of workdays specified for completion of the work without assessment of liquidated damages.

Contract No. 6377

Project designation State # 8106A
State-Federal

Date awarded January 6, 1964

Work started 3-23-64

Per cent completed 15% 3-27-64
Date

No. of Workdays Allowed 70

No. of Workdays Used 50 as of May 1, 1964

No. of Added Workdays Requested 50

Recommended for Approval:

G D Reasey
Division Engineer

Ivan V Merchant
Construction Engineer or Bridge Engineer

R M Stephenson
Asst State Highway Engineer

State Printing 37889

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 16, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 120 days, within which to complete our Contract No. 6377, without the assessment of liquidated damages. The said contract is described as follows:
Traffic signal installation, Job #8106-A, Hillsboro, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Pole bases completed March 26th, 1964
   Pole delivery anticipated June 8th, 1964
   (No work to do during this period)

2. See letter attached for conditions

Respectfully submitted,

Trowbridge Electric Company
Contractor

By

CONSENT OF SURETY

Date April 17, 1964

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. K. Bailey Attorney-in-fact
KEN BAILEY INSURANCE AGENCY
J. K. Bailey Resident Agent

(SEAL)

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AUG - 5 1964
FOR FILING

34-11617

6

A

August 5, 1964

St. Paul Fire & Marine Ins. Co.,
Pacific Department
208 Mills Bldg.,
San Francisco 6, California

Gentlemen:

On July 24, 1964, we wrote to you concerning release of final payment on contract #6377, awarded to Trowbridge Electric Co., for traffic signal installation on 10th Avenue at Maple Street in Hillsboro on the Tualatin Valley Highway in Washington County.

Final payment on this contract is $639.70 and the total contract amount is $5,935.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Ken Bailey Ins. Agency
830 SE Rose
Roseburg, Oregon

cc: Trowbridge Electric Co.,
721 SE Oak Avenue
Roseburg, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
JUL 22 1964
FOR FILING

[illegible]

6377

July 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 10 on Contract No. 6377. The contract was with Trowbridge Electric Company and was for traffic signals at 10th Avenue and Maple Streets in Hillsboro on the Tualatin Valley Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 22, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
APR 2 1964
FORM E-30X 30M 3-63 49606
FOR FILING

[illegible]

6377

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1964

SUBJECT:

To: Mr. D. B. Parkes
Office Engineering

Trowbridge Electric Company started work on Contract No. 6377, Traffic Signal Installation at Tenth Avenue and Maple Streets in the City of Hillsboro on the Tualatin Valley Highway in Washington County on March 23, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JAN 7 1964

FOR FILING

[illegible]

6377

January 7, 1964

Trowbridge Electric
721 Southeast Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 18, 1963, accepted your proposal for traffic signals in Washington County for the sum of $6,397.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6377.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Parks Department
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

RECEIVED
FORM [illegible] JAN 9 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

1617

1311

January 7, 1964

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Mr. Barney:

On January 6, the contract was awarded to Trowbridge Electric Company of Roseburg for the traffic signal installation at 10th and Maple Streets in Hillsboro.

We have received your advance deposit of $3,000 and it is our understanding as per your letter of December 20, 1963, that the City will be willing and able to pay the balance, based on the actual cost, soon after the beginning of the fiscal year.

Upon completion of the project, the State shall forward to the City an itemized statement of actual total cost to be shared equally by City and State.

If this office can be of further assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Don Harvell
Don Harvell
Office Engineer

DHH:mm

cc: Lloyd Shaw
Tom Edwards
Ivan Merchant
F. B. Crandall

RECEIVED
JAN [illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 26 1963

FOR FILING
34-1617
[illegible]
16327

CITY OF HILLSBORO
Hillsboro, Oregon

Cross Referenced To:
Maint
Traffic
Lights
Hillsboro

20 December, 1963

RECEIVED
DEC 23 1963
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H.S. Cox
County and City Division Engineer

Subject: Traffic Signals, 10th and Maple, Hillsboro, Oregon

Gentlemen:

I have been authorised to approve, on behalf of the City of Hillsboro, the design, Drawing No. 1933 under date of 10/2/63, using the mastarm on Maple Street instead of the suspended cable.

In visiting with your representatives regarding this installation, I questioned the advisability of a 35 foot mastarm as indicated on the drawing. However, I presume your engineers have determined the feasibility of this type of installation.

I am also advised that the job will run somewhere in the neighborhood of $1,200.00 in excess of the original estimate submitted to the City which was in the amount of $6,000.00 and for which we submitted a check in the amount of $3,000.00.

We are not objecting to the over-run as we feel that it is unavoidable. However, it is our hope that we will not be required to advance the additional approximately $600.00 until the job is completed. Of course, at that time we would expect to pay the difference in the $3,000.00 and the actual cost as ascertained on completion of the job in accordance with the provisions of the contract signed by the City.

There is some question in my mind as to the value of the mastarms over the cable construction. I realize that we get considerable whipping during heavy winds, and of course we have had some whipping by over height loads. I would suggest that if we go into a mastarm with a fixed installation, that more care should be given to heights of loads using the highways under special permit because of the damage that might be done to the installation if it should be hit.

Copy to Crandell
Merchant
Edwards ✓

Approved plans as of Dec. '63
Rec'd. 12-23-63
Sent to Merchant Cox

NOTED
TOM EDWARDS

CITY OF HILLSBORO
Hillsboro, Oregon

One consideration for approving the mastarm construction is the time element. We feel very strongly that the intersection should be signalized and no later than the first of June. We do not wish to delay construction beyond that date, because from the first of June through the rest of the summer is the most dangerous season of the year for that particular area.

If for any reason we are unable to proceed with the work at such rate as will accomplish the June 1 date, then I think it would be our wish that we go back to the cable suspension fixtures which, of course, would be much cheaper than the mastarm installation.

Very truly yours,

CITY OF HILLSBORO

By J W Barney
J.W. BARNEY
City Manager

JWB:LV

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NOV 1 3 1963

FOR FILING

34-1617

6-77

MISC. CONTRACTS and
AGREEMENTS No.

Cross Referenced To:
Finance
Traffic
Lights
Hillsboro

Salem, Oregon
November 8, 1963

Traffic Signal Agreement
Tualatin Valley Highway
(10th and Maple)
Hillsboro

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer, County & City Div.

Attached is a conformed copy of a traffic signal agreement with the City of Hillsboro covering installation of signals at the intersection of 10th Avenue and Maple Street in Hillsboro.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Hillsboro.

Secretary

rn
Attach: 1

Salem, Oregon 97310
September 3, 1963

Traffic Signal Installation
10th Avenue & Maple St., CHE8
Hillsboro

V. F. Johnson
Traffic Control Engineer
OFFICE

Agenda Item: 36-1

At its meeting of August 29 the State Highway Commission approved the installation of a traffic signal at the above location.

This work is estimated to cost $5,000 to be shared equally between the City of Hillsboro and the State. The City is also to assume the cost of maintenance and power consumption. There are sufficient funds in the Minor Betterment Budget for Traffic Signal Installations to be Selected to cover the cost of this work.

Will you please arrange for the necessary plans and agreement and notify Mr. Merchant when you plan to let this to contract.

F. B. Crandall
Traffic Engineer

nje

cc: Tom Edwards
C. H. Maison
I. A. DeFrance
A. E. Johnson
B. F. Huntley
E. D. Conklin

RECEIVED
OCT 9 1963

FOR FILING

Agenda
31-1
8-29-63

September 6, 1963

Mr. J. W. Barney
City Manager
Hillsboro
Oregon

1429

Dear Sir:

At its meeting of August 29, 1963, the State Highway Commission considered the request of the Hillsboro City Council for the installation of traffic signals at the intersection of 10th and Maple Street (ORE8).

An investigation was made prior to the meeting disclosing that signals are warranted. The Commission approved the signal installation with the understanding that the City of Hillsboro will pay one-half the installation cost, estimated at $5,000 total, and assume all maintenance and power consumption obligations.

An agreement covering these matters is being prepared and will be sent to you for approval in the near future.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
R. L. Porter
Tom Edwards
V. Wolfe
F. B. Crandall
C. H. Maison
H. S. Cox
Val Johnson

FQ:fp

CITY OF HILLSBORO

LLOYD T. AND[illegible]N
Mayor
J. W. BARNEY
City Manager
E. M. BOWMAN
City Recorder
E. M. BOWMAN
City Treasurer
C. F. BRADLEY
City Attorney

COUNCILMEN
HOWARD C. OLANIE, Ward 1
ARTHUR L. REILING, Ward 1
EMORY R. DYE, Ward 2
MAX E. SNYDER, Ward 2
HOWARD L. FRASER, Ward 3
ARNIE DICKASON, Ward 3

HILLSBORO, OREGON

10 July, 1963

State of Oregon
State Highway Department
State Highway Engineer
Salem 10, Oregon

Attention: Mr. Tom Edwards, Assistant State Highway Engineer

Gentlemen:

With reference to our traffic problem at 10th and Maple St. in the City of Hillsboro, your letter was considered by the City Council at the last meeting, and I was instructed by the Council to advise you that they wish to go ahead with the installation of Traffic Signals at this street crossing.

They realize that the City will be required to pay half the installation costs and all of the maintenance costs, but it was the feeling of the Council that irrespective of this feature, they should go ahead and install the signals.

Very truly yours,

CITY OF HILLSBORO

By
J.W. BARNEY
City Manager

JWB:LV

[illegible]

RECEIVED
JUL 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 - 1963
FOR FILING

34-1617

August 2, 1963

Oregon State Highway Commission

Gentlemen:

Investigation indicates the need and some warrant for signalization of the intersection of 10th Avenue and Maple Street (OR58) in the city of Hillsboro.

The City has indicated that it desires to proceed with the installation of the signal and is willing to participate financially in its share of the cost. It is recommended that we proceed with the installation of this traffic signal under the usual cooperative agreement in which the City shares equally in the installation cost of $5,000 ($2,500 State, $2,500 City) and also assumes the costs of maintenance and power consumption.

It is recommended that this cooperative project be approved. This matter will be on the agenda for the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
H. S. Cox
A. E. Johnson

LEG:sm bbc

RECEIVED
JUL 1 - 1963

FOR FILING

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[illegible]

June 27, 1963

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Mr. Barney:

I attach hereto a copy of a report concerning your request to the Traffic Engineer to study the intersection of Tenth Avenue and Maple Street (ORE8) in the city of Hillsboro.

Mr. Head's report indicates that, of the 15 reported accidents which occurred at this intersection in the six-year and four-month period from January 1, 1957 to April 30, 1963, only two would have been prevented by signals. Mr. Head's analysis that a signal might be warranted on the basis of over-all traffic control is an extremely vague warrant on which to base signal installation.

We ask that you consider this matter thoroughly and contact us again if you are firmly convinced that such a signal is necessary. If it is your desire to go ahead with the signal, we must then, of course, enter into the standard agreement wherein half of the cost of the installation and all of the cost of the maintenance will be assumed by the City.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

TE:jw

Enc.

FORM E-90 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 26, 1963

SUBJECT: Request for Traffic Signals
10th Avenue (ORE8) at Maple Street
Hillsboro

To: Tom Edwards
Ass't. Highway Engineer
OFFICE

You will recall that during the past several years we have made a number of investigations at the intersection of 10th Avenue (the Tualatin Valley Hwy.) and Maple Street in the city of Hillsboro. All of these investigations have resulted in denial of requests for the installation of traffic signals and during the past Winter an overhead illuminated "CROSSWALK" sign was installed at the northerly crosswalk.

Last Friday, Mr. J. W. Barney, City Manager, called Mr. Crandall and stated that he was again receiving complaints about this intersection and asked that he be contacted by a representative of the State Highway Department to discuss the matter.

The highway at this intersection is 46 feet in width with parking prohibited and carries four lanes of traffic. The designated speed is 35 MPH. The City Park lies on the westerly side of 10th Street, with the park proper being in the southwest and a playground in the northwest quadrant. There is a drive-in restaurant and root-beer stand in the northeast quadrant of the intersection and a trampoline establishment in the southeast quadrant. This intersection is also a school crossing serving the newly developed residential area to the east of 10th Street.

During the six-year and four-month period from January 1, 1957 to April 30 1963, there were 15 reported accidents at this intersection. Three persons were injured and there were no fatalities. Only two of the accidents were of a type that might have been prevented by traffic signals and there were no pedestrian accidents. We counted this intersection in July of 1962 and found that only eight percent of all entering traffic entered from Maple St. and that during a 16-hour period, 208 pedestrians crossed 10th Street.

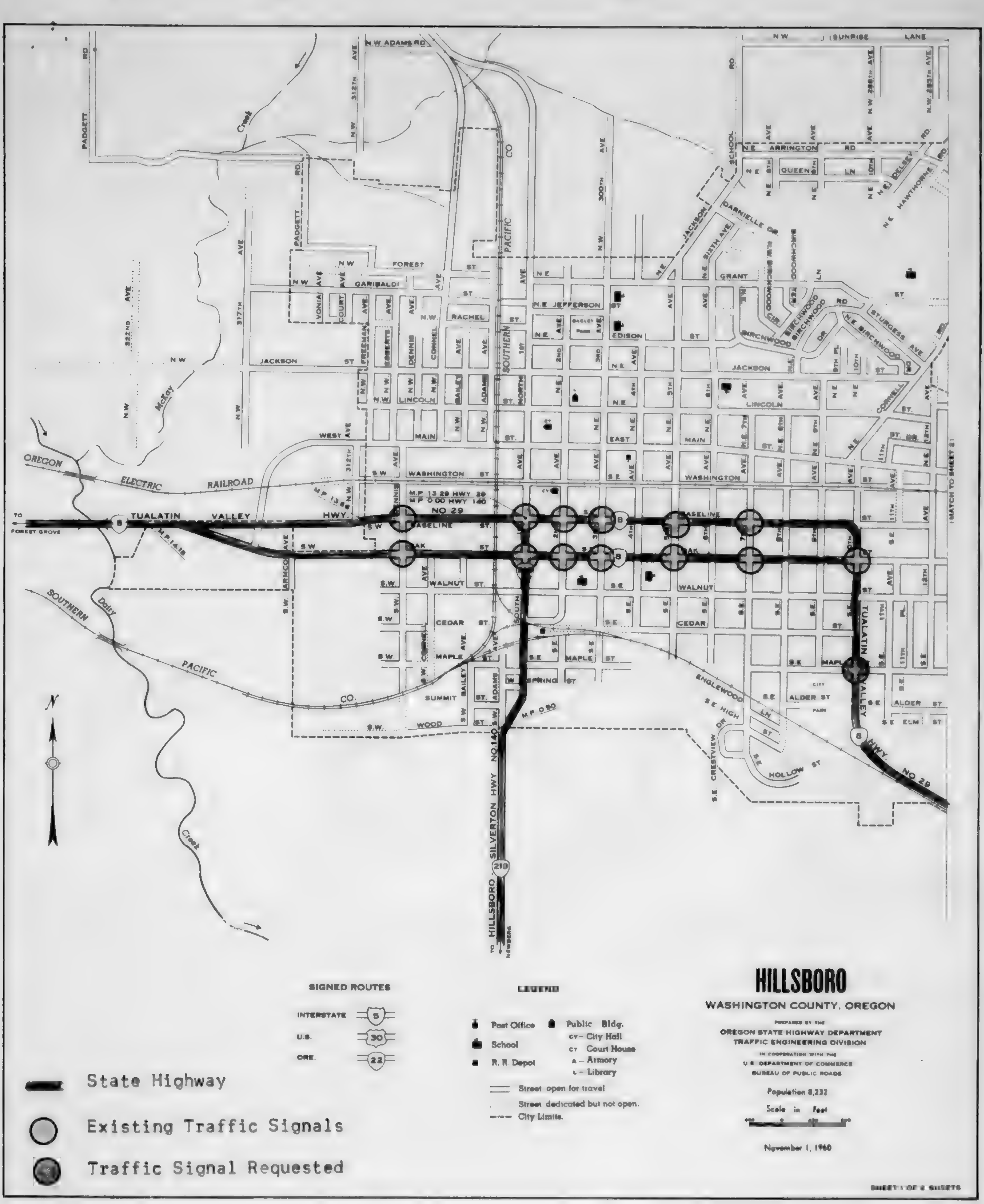
Traffic signals cannot be justified at this intersection on any of our normal warrants. There are two possible justifications. One, the nearest signal is some 1,400 feet to the north and there is considerable business culture between this intersection and the existing signal at Oak Street. There is some justification for signals on the basis of over-all control of traffic. There is also some justification during the summer months in that signalization would provide safe crossing for children going to and from the playground. It is possible that on certain summer days a large number of children would be crossing at this point to use the swimming pool and the playground facilities at the park.

It is recommended that consideration be given to the installation of pre-timed signals at this intersection at an estimated cost of $5,000. If this meets with your approval, I will arrange for a contact to be made with Mr. Barney to discuss City participation in the installation.

J. Al. Head
Ass't. Traffic Engineer

VPJ:pk

RECEIVED
JUN 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER


N.W. ADAMS RD
N W SUNRISE LANE
N.W. 288TH AVE
N.W. 283RD AVE
PADGETT RD
N W 312TH AVE
Creek
SOUTHERN PACIFIC CO
300TH AVE
SCHOOL
N E ARRINGTON RD
N E QUEENS LN
N E DELSEY RD
N E HAWTHORNE
JACKSON
DARNIELLE DR
N E SIXTH AVE
GRANT
FOREST ST
GARIBALDI ST
VONIA AVE
COURT AVE
FREEMAN AVE
N.W. RACHEL ST
N E JEFFERSON
BAGLEY PARK
EDISON
BIRCHWOOD
BIRCHWOOD DR
N E BIRCHWOOD
STURGESS AVE
322ND AVE
317TH AVE
N W McKay
JACKSON ST
ROBERTS
DENNIS
CONNEL
BAILEY
ADAMS
NORTH
1ST
2ND
3RD
4TH
5TH
6TH
N W LINCOLN ST
LINCOLN
CORNELL
WEST AVE
MAIN ST
EAST
MAIN
OREGON ELECTRIC RAILROAD
WASHINGTON ST
S.E. WASHINGTON
(MATCH TO SHEET 2)
M.P. 13.29 HWY 29
M.P. 0.00 HWY 140
M.P. 13.68
TO FOREST GROVE
8
TUALATIN VALLEY HWY. NO 29
M.P. 14.18
BASELINE ST
BASELINE
OAK ST
S.W. ARMCO AVE
S.W. WALNUT ST
WALNUT
CEDAR ST
CEDAR
S.W. MAPLE AVE
S.E. MAPLE ST
MAPLE
SUMMIT
SPRING ST
S.W. WOOD ST
M.P. 0.90
SOUTH
SOUTHERN PACIFIC CO.
Dairy Creek
ENGLEWOOD
S.E. HIGH ST
S.E. ALDER ST
CITY PARK
S.E. CRESTVIEW DR
S.E. HOLLOW ST
TUALATIN VALLEY HWY NO 29
ALDER ST
S.E. ELM ST
11TH
12TH
SILVERTON HWY NO.140
219
HILLSBORO
TO NEWBERG
N
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits.
State Highway
Existing Traffic Signals
Traffic Signal Requested

HILLSBORO

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 8,232

Scale in Feet

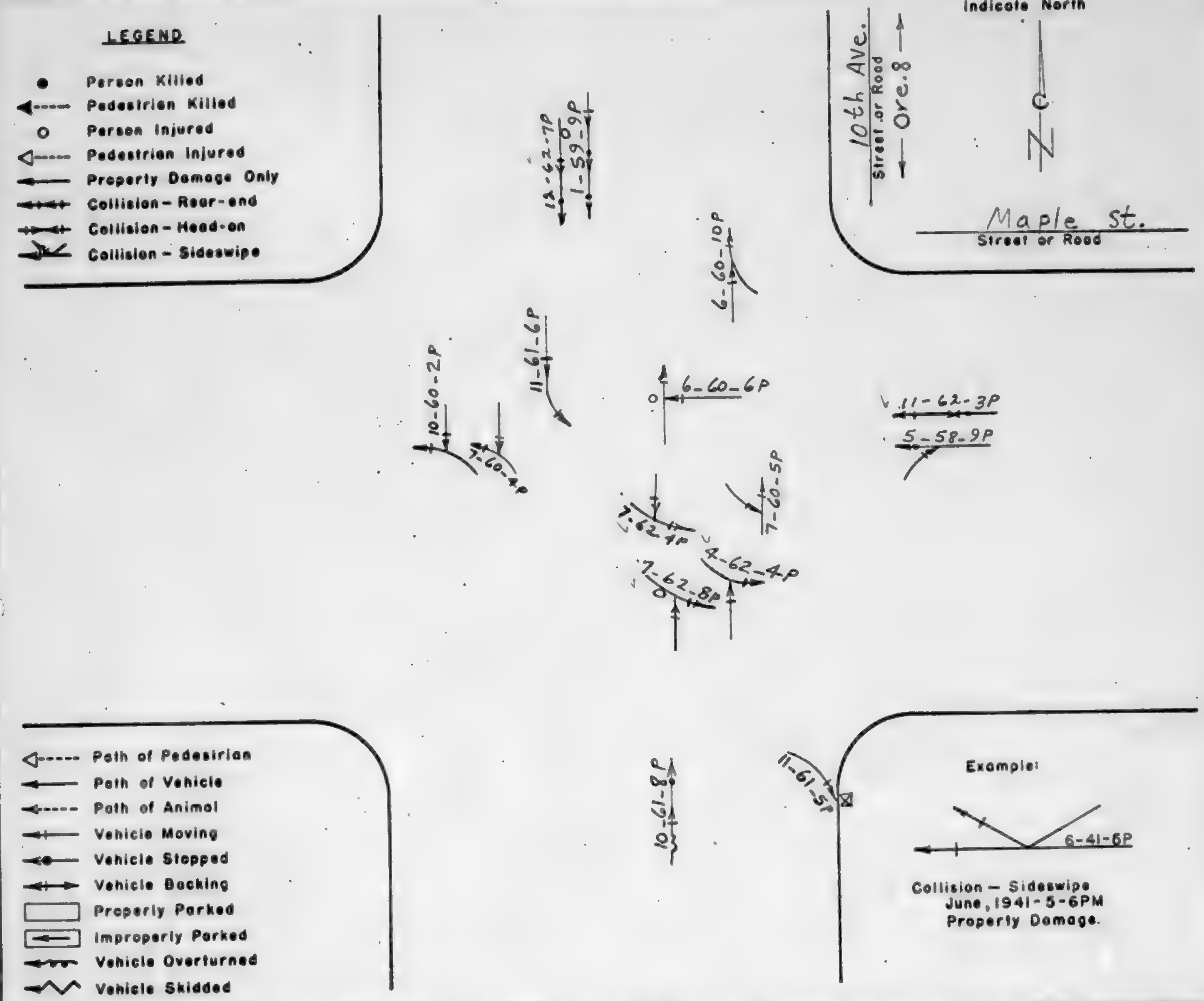
November 1, 1960

SHEET 1 OF 2 SHEETS

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Hillsboro County Washington
Intersection of 10th Ave. and Maple St.
Highway Number 29 (Ore. 8)
Period Covered 1-1-57 To 4-30-63
Compiled by C.S. BC JRS Drawn by ______ Date 6-18-63


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
10th Ave.
Street or Road
Ore. 8
Indicate North
N
Maple St.
Street or Road
12-62-7P
1-59-9P
6-60-10P
11-61-6P
10-60-2P
7-60-4P
6-60-6P
11-62-3P
5-58-9P
7-60-5P
7-62-4P
4-62-4P
7-62-8P
10-61-8P
11-61-5P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage.

Collision Type	1957 - 1958				1959 - 1960				1961 - 1962				4 Mos. 1963				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end							1	1		1	2	3						1	3	4
Sideswipe																				
Turning Movement			1	1			4	4		1	2	3						1	7	8
Parking																				
Non-collision																				
Fixed Object											1	1							1	1
Pedestrian																				
Backing											1	1							1	1
Misc.																				
TOTAL			1	1		1	5	6		2	6	8				0		3	12	15

Form E-260—2M—11-45

RECEIVED
FEB 5 - 1963
FOR FILING

[illegible]

[illegible]

Cross Referenced To:
Manus
Traffic
Signals
Hillsboro

February 4, 1963

Mr. Milt Carskadon
1210 S. E. Maple Street
Hillsboro, Oregon

Dear Mr. Carskadon:

On January 7, you contacted a representative of the Traffic Engineering Division in regard to traffic hazards at the intersection of Tenth and Maple Streets in the city of Hillsboro.

We have made further investigation at this intersection, including a discussion with Mr. Earl Boyd, as you suggested. Investigation discloses that there are very few vehicles and pedestrians crossing Tenth Street during the winter months. There is heavy pedestrian movement during the summer recreation season and the City of Hillsboro has been furnished with an overhead illuminated "CROSSWALK" sign to be installed at this intersection. Of the 13 reported accidents which occurred at this intersection during a five-year and 10-month period, only two were of the type that might have been prevented by traffic signals.

Based upon results of this investigation, it is not believed that material benefit could be obtained from the installation of traffic signals. It is suggested that the overhead "CROSSWALK" sign be installed immediately and that the benefits gained from this installation be assessed. If, after an adequate trial period, it seems that further treatment is necessary we will be happy to conduct further investigation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. J. W. Barney
City Manager
City of Hillsboro

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson
R. D. Conklin

VPJ:pk jw

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland
January 24, 1963

SUBJECT: Traffic Hazards
10th St. (ORE8) at Maple St.
Hillsboro
ORE8--Hwy. No. 29--M.P. 12.18

To: Mr. F. B. Crandall
Traffic Engineer
Salem

Attention: Val Johnson

Reference is made to your letter of January 8, 1963 regarding a traffic hazard complaint by Mr. Milt Carskadon of Hillsboro at the subject location.

Enclosed herewith are copies of a report by Mr. Robert D. Conklin, Division Traffic Engineer, submitting results of an investigation for a traffic signal at this location and the results of a speed study.

Mr. Conklin advises me that the City of Hillsboro has not installed the illuminated "CROSS WALK" sign which we furnished them for this location and apparently have the feeling that the great need for this will not be until summer months. However, since the "CROSS WALK" sign once installed will be permanent and will remain in effect both summer and winter, it is recommended that the City of Hillsboro be requested to install this "CROSS WALK" sign with the thought that this may tend to reduce speed for northbound traffic which Mr. Conklin's study indicates is generally somewhat above the posted 35 m.p.h. It is recommended that a traffic signal at this location not be installed, at least until it is determined what effect the "CROSS WALK" sign has.

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: Tom Edwards
B. P. Huntley
Robert D. Conklin

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 23, 1963

To:
Mr. A. E. Johnson
Division Engineer
OFFICE

SUBJECT:
File #186
Intersection Investigation
S. 10th St. at E. Maple St.
Hillsboro
ORE8--Hwy. 29--M.P. 12.18

On January 7, 1963, Mr. Milt Carskadon, 1210 S. E. Maple Street, Hillsboro, contacted the Traffic Engineering Division in Salem concerning traffic problems at the intersection of S. 10th Street and E. Maple Street in Hillsboro. You will recall that during August 1962 I made a complete investigation of this intersection, including determining the need for signalization. In a letter dated August 20, 1962 from Mr. Edwards to City Manager J. W. Barney, it was stated that conditions at this intersection do not meet the minimum warrants for signalization, but, due to the fact that a large number of children cross the intersection during the summer months, additional protection could be obtained by installing an overhead interior-illuminated "CROSS WALK" sign. As per our agreement with the City, we furnished them with this sign, but as yet it has not been installed.

Attached you will find a copy of the traffic signal warrant data sheet as computed from the manual traffic count taken July 11-12, 1962. As can be seen from this data sheet, conditions at this intersection fall considerably below the minimum warrants for traffic signalization. During the maximum eight hours of vehicle volume the average number of vehicles entering the highway from Maple Street was only 38 vehicles per hour.

The attached collision diagram for the 5-year 10-month period from January 1, 1957 through October 31, 1962 indicates a total of 13 reported accidents at this intersection. This accident experience can be considered relatively low when compared to similar intersections. Of these 13 reported accidents, only 2 were of a type subject to prevention by a traffic signal.

In view of the facts stated in the preceding paragraphs, it is again recommended that the request for a traffic signal at the intersection of S. 10th Street and Maple Street in Hillsboro be denied. The primary problem at this intersection concerns the relatively large number of pedestrians crossing 10th Street during the summer months when recreational facilities are in operation at the city park west of the highway. The overhead interior-illuminated "CROSS WALK" sign should afford motorists on the highway with ample warning of the potential hazards connected with this pedestrian activity. An advance warning sign "CROSS WALK AHEAD" has been installed for northbound 10th Street traffic.

One of the problems concerning Mr. Carskadon was the speed of traffic on 10th Street. You will find attached a copy of a speed check taken January 16, 1963. The 85 percentile speed for northbound traffic was 41.0 m.p.h. and 36.5 m.p.h. for southbound traffic. The posted speed is 35 m.p.h. Fifty-five percent of the northbound traffic coming into town is exceeding the 35 m.p.h. posted speed. Although there is some violation of this indicated speed, 35 m.p.h. seems to be the most appropriate speed zone. Additional enforcement by local officials may be in order, although in my opinion the speed of traffic is not out of line with prevailing conditions.

During the course of this investigation I contacted Mr. Earl Boyd, as requested. Mr. Boyd seemed to be satisfied with my explanation of why a traffic signal was not desirable.

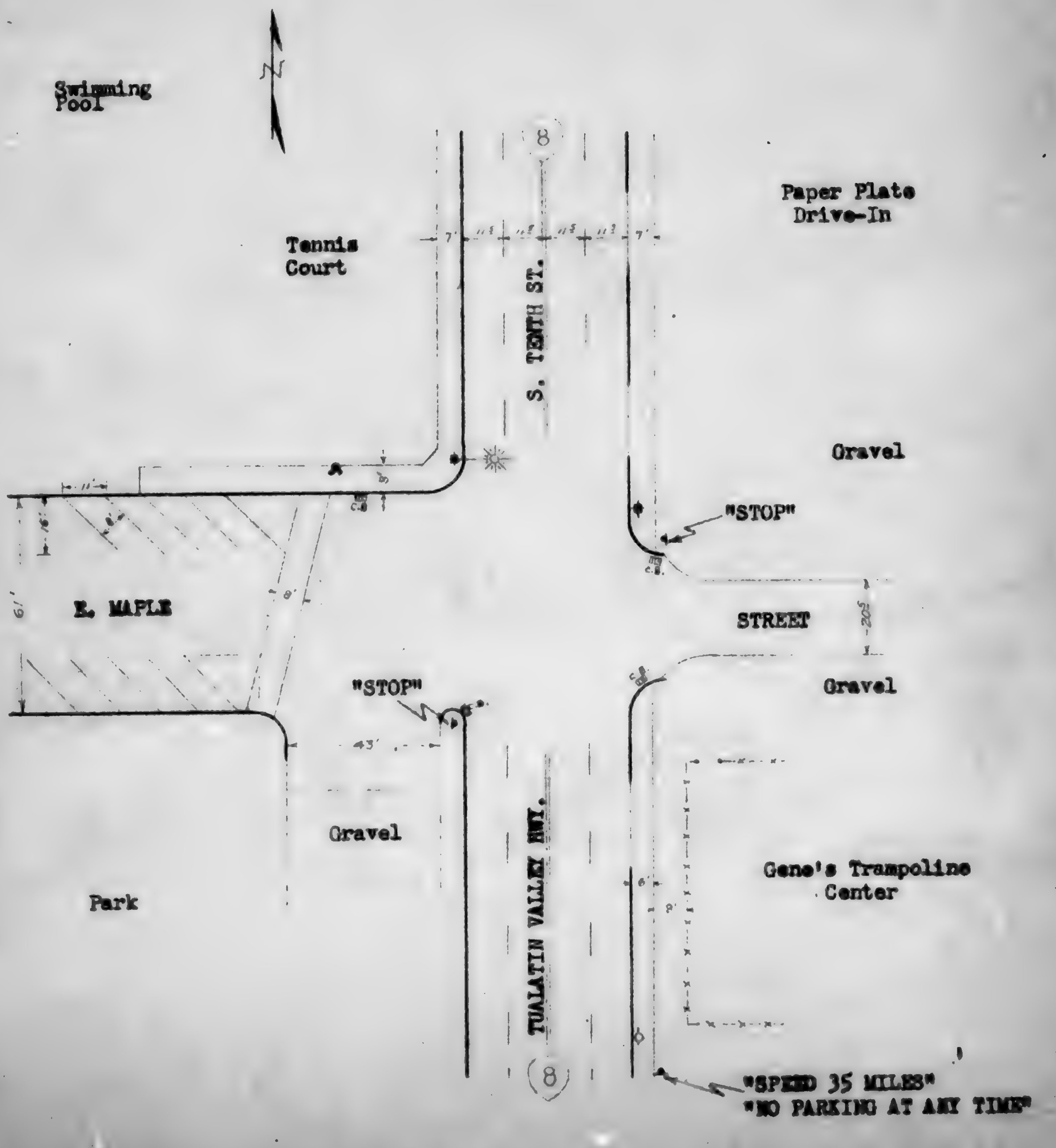
Robert D. Conklin

Robert D. Conklin
Division Traffic Engineer

RDC/lh
Enc.

cc: B. P. Huntley

OREGO[illegible]TATE HIGHWAY DEPARTMENT
Traffic Engineering Division
CONDITION DIAGRAM
SOUTH TENTH ST. at EAST MAPLE ST.
HILLSBORO
1" = 40'   July 1962


Swimming Pool
Tennis Court
8
Paper Plate Drive-In
7'
11.5
11.5
11.5
11.3
7'
S. TENTH ST.
Gravel
8'
C.B.
"STOP"
C.B.
11'
16'
6'
61'
E. MAPLE
8'
STREET
20.5'
C.B.
Gravel
"STOP"
43'
Gravel
TUALATIN VALLEY HWY.
Park
Gene's Trampoline Center
6'
9'
8
"SPEED 35 MILES"
"NO PARKING AT ANY TIME"

Note: Parking is prohibited on both
sides of South Tenth Street.

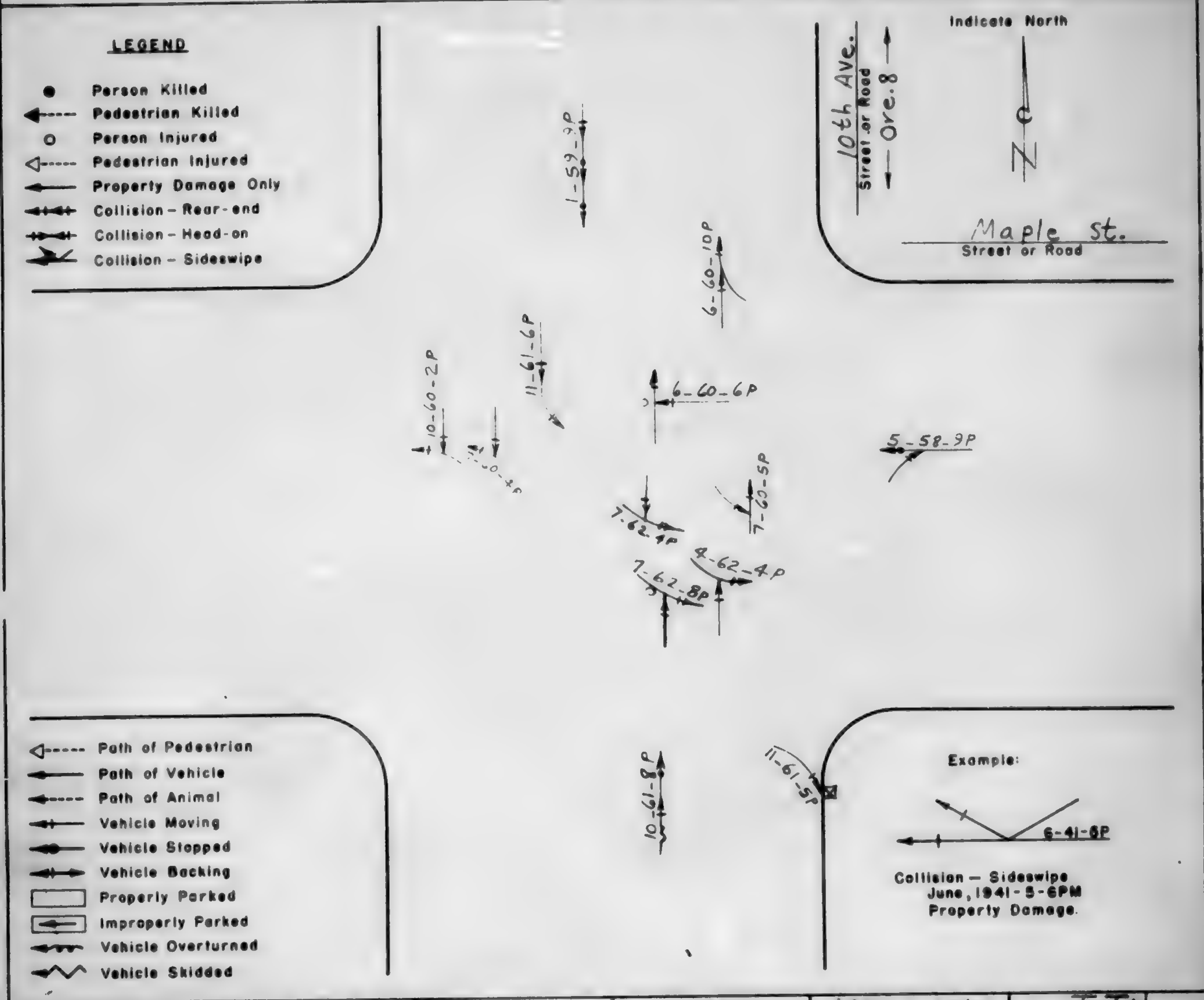
TRAFFIC SIGNAL WARRANT COMPARISON

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	748	420
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	38	105
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	748	630
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	38	52
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	748	420
Average Hourly Ped. Volume Across Major St.-Same 8hrs. (Highest volume crosswalk)	12	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Hillsboro County Washington
Intersection of 10th Ave. and Maple St.
Highway Number 29 (Ore. 8)
Period Covered 1-1-57 To 10-31-62
Compiled by C.S. BC Drawn by Date 1-11-63



LEGEND

- ● Person Killed
- ◄- - - - Pedestrian Killed
- ○ Person Injured
- ◁- - - - Pedestrian Injured
- ◄—— Property Damage Only
- ◄+◄+ Collision - Rear-end
- ►◄ Collision - Head-on
- Collision - Sideswipe

- ◁- - - - Path of Pedestrian
- ◄—— Path of Vehicle
- ◄- - - - Path of Animal
- ◄+—— Vehicle Moving
- ◄●—— Vehicle Stopped
- ◄►—— Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Indicate North
N
10th Ave.
Street or Road
Ore. 8
Maple St.
Street or Road
1-59-9P
6-60-10P
11-61-6P
10-60-2P
6-60-6P
5-58-9P
-60-4P
7-60-5P
7-62-4P
4-62-4P
7-62-8P
10-61-8P
11-61-5P
Example:
6-41-6P

Collision — Sideswipe
June, 1941 - 5 - 6PM
Property Damage.

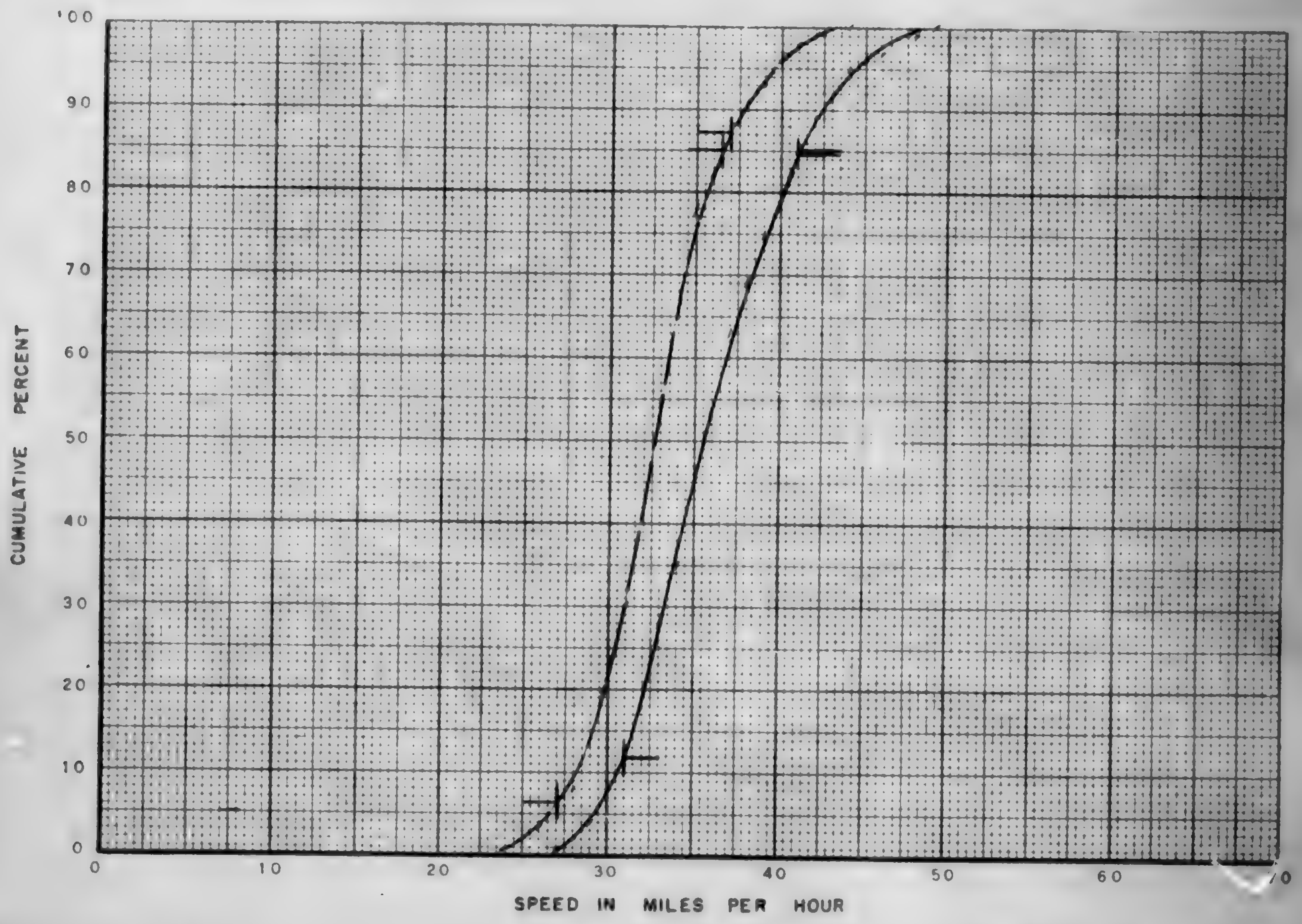
Collision Type	1957 - 1958				1959 - 1960				1961				10 Mos. 1962				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end							1	1			2	2							3	3
Sideswipe																				
Turning Movement			1	1			4	4						1	2	3		1	7	8
Parking																				
Non-collision																				
Fixed Object											1	1							1	1
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1		1	5	6			3	3		1	2	3		2	11	13

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. ORE 8
HIGHWAY NO. 29
MILE POST 12.18
GENERAL LOCATION On Tenth Street
at Maple Street - Hillsboro

DATE January 16, 1963
TIME 12:15 PM TO 1:15 PM
WEATHER CONDITION Cloudy-Dry
NUMBER IN SAMPLE 169

———— NorthBOUND
— — — SouthBOUND



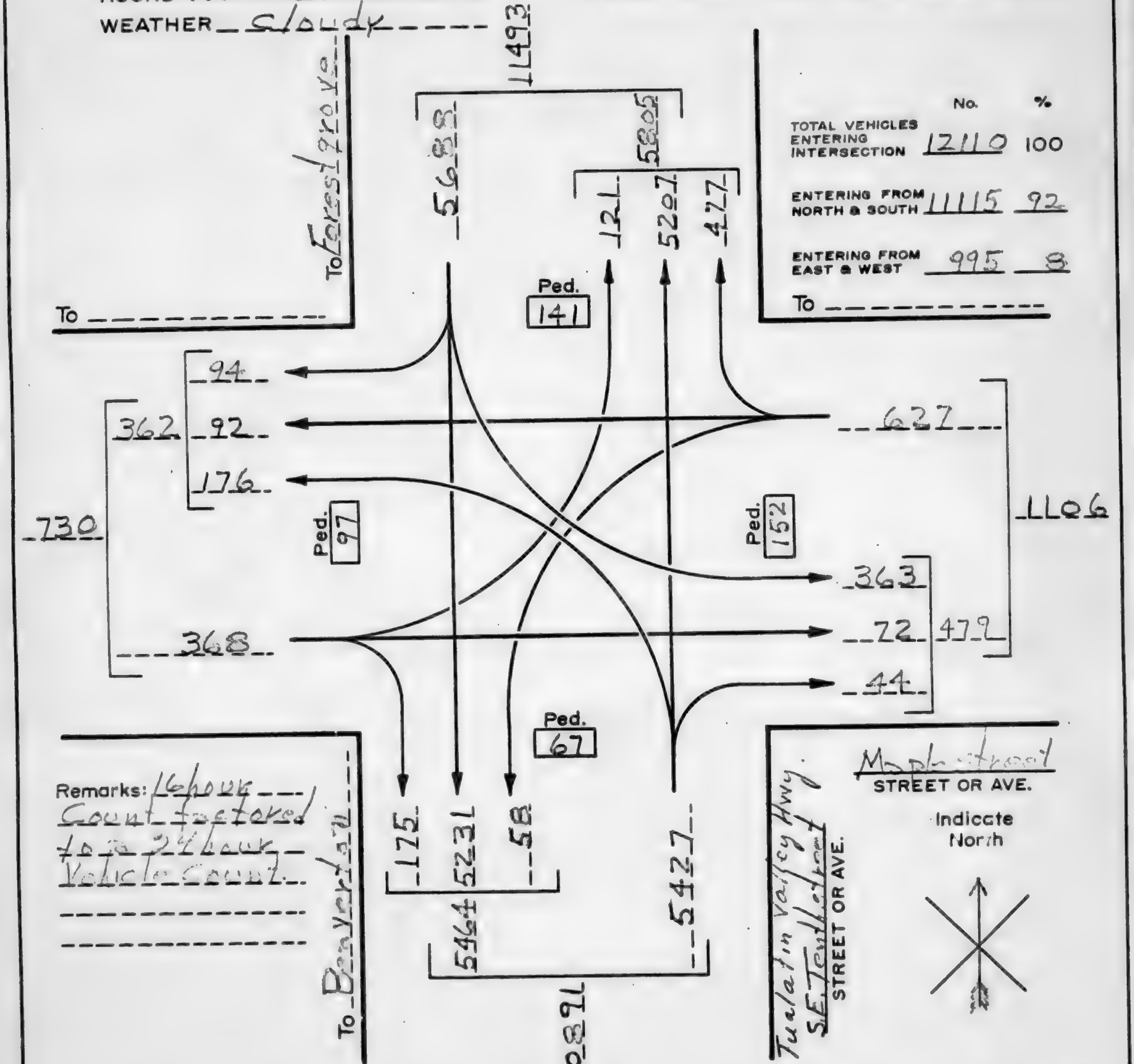
ITEM	North BOUND	South BOUND
85% SPEED	41.0	36.5
PACE LIMITS	31 to 41	27 to 37
% IN PACE	72	81
MAX. SPEED	49	44

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 11 12 1962
DAY OF WEEK Wednesday Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Cloudy

CITY OF Hillsboro
INTERSECTION OF Tualatin Valley Hwy
AND Maple street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12110	100
ENTERING FROM NORTH & SOUTH	11115	92
ENTERING FROM EAST & WEST	995	8


To Forest grove
11493
5688
5805
121
5207
477
Ped. 141
To
To
94
362
92
176
730
627
1106
Ped. 97
Ped. 152
363
72
479
368
44
Ped. 67
175
5231
58
5464
5427
10891
To Beaverton
Indicate North

Remarks: 16 hour Count factored to a 24 hour Vehicle Count.

Maple street
STREET OR AVE.

Tualatin Valley Hwy.
S.E. Tenth street
STREET OR AVE.

12-55

Form E-46—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date July 11, 12, 1962
Day of week Wednesday - Thursday
Hours counted 16
Weather cloudy

Classification All vehicles

City of Hillsboro
Intersection Beaverton - Tua
Station number And Map
Code number

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
A. M.	6:00– 7:00	9	15	—	—	238	107	3	5	—	1	6	1	385	356	92	29	8				
	7:00– 8:00	12	20	2	2	306	257	2	—	3	3	9	2	668	632	95	36	5				
	8:00– 9:00	11	31	—	3	236	261	3	2	3	—	3	6	559	514	92	45	8				
	9:00–10:00	6	17	2	3	219	261	8	2	1	2	5	5	531	495	93	36	7				
	10:00–11:00	23	22	2	3	272	327	4	—	1	2	4	8	668	634	95	34	5				
	11:00–12:00	17	17	5	3	317	245	3	1	1	1	5	15	637	600	94	37	6				
P. M.	12:00– 1:00	24	27	7	7	323	273	10	—	4	4	12	13	729	668	92	61	8				
	1:00– 2:00	22	20	7	14	298	331	3	3	3	1	12	12	727	671	92	56	8				
	2:00– 3:00	17	20	5	12	317	227	3	7	2	2	10	10	732	650	93	52	7				
	3:00– 4:00	30	32	7	7	367	381	1	7	4	5	12	9	862	799	93	63	7				
	4:00– 5:00	34	51	7	7	418	538	8	5	9	5	17	22	1121	1024	91	97	9				
	5:00– 6:00	32	31	7	8	413	401	7	5	10	8	9	15	946	876	93	70	7				
	6:00– 7:00	26	37	3	3	264	288	3	4	1	—	14	9	652	590	90	62	10				
	7:00– 8:00	24	35	9	16	238	291	8	9	4	2	18	13	667	577	87	90	13				
	8:00– 9:00	20	25	12	12	215	224	11	11	3	—	11	10	560	481	87	71	13				
	9:00–10:00	23	32	6	14	265	191	3	4	4	4	10	10	565	499	88	66	12				
	10:00–11:00																					
	11:00–12:00																					
A. M.	12:00– 1:00																					
	1:00– 2:00																					
	2:00– 3:00																					
	3:00– 4:00																					
	4:00– 5:00																					
	5:00– 6:00																					
	24-Hour total	263	477	44	121	5231	5207	92	72	56	44	175	176	12110	11115	92	995	8	11492	1106	730	[illegible]
	16-Hour total	[illegible]	[illegible]	85	110	4755	4734	84	65	53	40	157	[illegible]	11029	10104	92	905	8				
	__-Hour total																					
	Control																					
	Factor																					

Tualatin Valley Hwy St. is North and South
Maple Street St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date July 11, 12, 1962
Day of week Wednesday - Thursday
Hours counted 16
Weather cloudy

Classification All vehicles

City of Hillsboro
Intersection Beaverton-Tualatin Valley Hwy
Station number And Maple Street
Code number

SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
9	15	—	—	238	167	3	5	—	1	6	1	385	356	92	29	8					—	—	4	–
2	20	2	2	306	257	2	—	3	3	9	2	668	632	95	36	5					—	1	–	–
11	31	—	3	236	241	3	2	3	—	3	6	559	514	92	45	8					2	1	1	2
6	17	2	3	219	261	8	2	1	2	5	5	531	495	93	36	7					—	2		—
23	22	2	3	272	327	4	—	1	2	4	8	668	634	95	34	5					7	—	4	–
17	17	5	3	317	245	3	1	1	1	5	12	637	600	94	37	6					6	—	3	–
24	27	7	7	323	273	10	—	4	4	13	12	729	668	92	61	8					—	11	2	8
22	20	9	14	298	331	3	3	3	1	13	10	727	671	92	56	8					8	7	—	15
17	20	5	12	317	327	3	7	2	2	10	10	732	680	93	52	7					7	9	7	7
30	32	7	7	367	381	1	7	4	5	12	9	862	799	93	63	7					27	22	9	7
34	51	7	7	418	538	8	5	9	5	17	22	1121	1024	91	97	9					24	16	27	1
32	31	7	8	413	461	7	5	10	8	9	15	946	876	93	70	7					2	4	7	1
26	37	3	3	264	288	3	4	1	—	14	9	652	590	90	62	10					[illegible]	21	10	6
24	35	9	12	238	221	8	9	4	2	18	13	667	577	87	90	13					—	24	—	7
20	25	12	12	[illegible]	[illegible]	11	11	3	—	11	10	560	489	87	71	13					17	28	3	8
23	32	6	14	[illegible]	197	3	4	4	4	10	10	565	499	88	66	12					10	6	9	6
263	477	74	121	5231	5207	92	72	58	44	175	176	12110	11115	92	995	8	11493	1106	730	10911	171	152	97	67
[illegible]	421	85	110	4752	4754	64	63	53	40	151	150	11029	10104	92	905	8								

Tualatin Valley Hwy St. is North and South
Maple Street St. is East and West

Tabulated by
Computed by
Checked by
Checked by

RECEIVED
JAN 11 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 8, 1963

SUBJECT: Traffic Hazards
10th Ave. (ORE8) at Maple St. - Hillsboro
ORE8 - Hwy. No. 29 - M.P. 12.18

To:

A. E. Johnson
Division I Engineer
PORTLAND

On Monday, January 7, Mr. Milt Carskadon, 1210 SE Maple Street, Hillsboro, was in the office in regard to traffic hazards at the intersection of 10th Avenue and Maple Street. He stated that the overhead illumination "CROSSWALK" sign which we have furnished to the City has not yet been installed, but is the feeling of a group of people in this vicinity that this sign with its attendant flasher, will not provide sufficient protection at this intersection. He stated that the local people were obtaining signatures for a petition which they are planning to submit to a representative of the Legislature.

Will you please have further investigation made at this intersection and inasmuch as Mr. Carskadon travels and is not at home during the week, contact Mr. Earl Boyd, who is with the Carnation Plant there at Hillsboro, and discuss the matter with him. One of the points that was brought up during my conversation with Mr. Carskadon was the speed of traffic on 10th Avenue at this point. It is believed that almost all vehicles are exceeding the posted speed and that this speed, plus the volume of traffic, provides insufficient gaps for vehicles and pedestrians wishing to enter or cross the highway. It is possible that some benefit could be obtained through the installation of a signal somewhere in this general vicinity to extend the progressive control from its present terminus at the Oak Street intersection.

Will you please have this matter investigated and submit a report with your recommendations.

Val Johnson
Val Johnson
Traffic Control Engineer

VPJ:pk
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JAN 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 1962
FORM E-30 SOM 6-61 36681
FOR FILING

34-1611

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 28, 1962

SUBJECT: Assignment No. 739-A
Extension of Signal System
to 13th Avenue
Hillsboro

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem, Oregon

Returned herewith is the assignment slip covering the subject assignment. This matter was discussed with Mr. Barney, City Manager of Hillsboro, and by Mr. R. D. Conklin, Division Traffic Engineer, and it was agreed that consideration for extending the signal system in Hillsboro to 13th Avenue would be deferred to some future date. A copy of my letter to Mr. Barney, dated September 24, was furnished you. The enclosed assignment slip, however, was not attached to that copy.

A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:gp
Enc.

NOTED
TOM EDWARDS

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
26 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

P. O. Box 4699, Sellwood Station
Portland 2, Oregon
September 24, 1962

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Mr. Barney:

This is in further regard to your letter of September 6, 1962, regarding the intersection of Tenth and Maple Street in Hillsboro. The interior illuminated "CROSSWALK" sign will be delivered to you in the next couple of days. This sign weighs approximately 30 pounds. Through a copy of this letter to Mr. W. O. Widdows, Assistant Maintenance Engineer in charge of signing, I am requesting him to have a "CROSSWALK AHEAD" sign installed for northbound traffic on Tenth Street in advance of Maple Street due to the fact that this intersection is not too noticeable because of the horizontal curve.

As per your request, Mr. Conklin the Division Traffic Engineer discussed with you the possibility of extending the traffic signal system in Hillsboro eastward to 13th Avenue. It was agreed that this matter would be given serious consideration at some future date when traffic volumes increase and the adjacent land is more further developed.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

RDC:fb
bc Tom Edwards✓
F. B. Crandall
W. O. Widdows
R. D. Conklin

NOTED
TOM EDWARDS

RECEIVED
SEP 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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FOR FILING
3-1-1617
5277

Cross Referenced To:
[illegible]
Traffic
Signals
Hillsboro

September 17, 1962

739
67
67A

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Mr. Barney:

This will acknowledge receipt of your letter of September 6, agreeing to the installation of an overhead illuminated "CROSSWALK" sign at the intersection of Tenth and Maple Streets. We will arrange to deliver the sign to you in the near future.

In regard to the matter of extending the signal system to the 13th Avenue intersection, I am asking Mr. A. E. Johnson, Division Engineer, to have the Division Traffic Engineer contact you and discuss this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson
R. D. Conklin

VPJ:sm jw

FORM E-30X—30M—5-62 48908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
September 12, 1962

SUBJECT: Proposed Overhead "CROSSWALK" Sign
10th (ORE8) and Maple Streets
Hillsboro
TE 739

To: W. O. Widdows
Ass't. Maintenance Engineer
Highway Shops

On August 20, Mr. Edwards approved entering into an arrangement with the City of Hillsboro for the installation of an overhead illuminated "CROSSWALK" sign at the intersection of 10th and Maple Streets. The State is to furnish the sign and the City is to make the installation and care for all future maintenance and power consumption.

Will you please deliver a standard overhead illuminated "CROSSWALK" sign to the City of Hillsboro. The sign is estimated to cost $150 and should be charged to the 1962 Minor Betterment Fund's "Traffic Signal Projects to be Selected."

Will you please notify this office and Mr. Edwards' office when delivery has been completed.

FOR: V. P. Johnson
F. B. Crandall
Traffic Engineer

VPJ:sm
cc: Tom Edwards
I. A. DeFrance
C. H. Maison
A. E. Johnson
R. D. Conklin

RECEIVED
SEP 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF HILLSBORO

S. HOWAR AVIS
Mayor
J. W. BARNEY
City Manager
E. M. BOWMAN
City Recorder
E. M. BOWMAN
City Treasurer
C. F. BRADLEY
City Attorney

COUNCILMEN
LLOYD ANDERSON, Ward 1
HANS STREITWIESER, Ward 1
EMORY R. DYE, Ward 2
MAX E. SNYDER, Ward 2
WALTER S. FRASER, Ward 3
ARNIE DICKASON, Ward 3

HILLSBORO, OREGON

6 September, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Subject: Crosswalk 10th and Maple Sts.

Attention: Mr. Tom Edwards, Assistant State Highway Engineer

Gentlemen:

This will acknowledge receipt of your letter of August 20, 1962 wherein you recommend overhead illuminated "CROSSWALK" at 10th and Maple Street in the City of Hillsboro.

This matter was considered by the City Council, and the Council agreed to install the walk and take care of future maintenance and power consumption as per your letter.

It was the feeling of the Council that this is perhaps not the best solution to the problem. However, it will provide some benefit, particularly to pedestrian traffic and will be worth the investment until such time in the future as further controls are warranted.

It is my feeling that perhaps in the not too distant future the traffic should be signalized from 13th Avenue and the Tualatin Valley Highway on through Hillsboro because of the Park situation and because of the long sweeping curve just east of the Park which creates a very blinded condition for the driver and prevents the driver from realizing conditions that might exist beyond the curve. I would like very much to discuss this with your traffic engineers sometime when they are in Hillsboro. In the meantime, we will be glad to proceed with the crosswalk if you will advise as to what will be necessary on the part of the City for installing the same.

Very truly yours,

CITY OF HILLSBORO

By
J.W. BARNEY
City Manager

RECEIVED
SEP 7 1962
TRAFFIC ENGINEERING

JWB:LB

RECEIVED
AUG 31 1962
FOR FILING

[illegible]

[illegible]

Cross Referenced To:
[illegible]
Traffic
Signals
Hillsboro

August 20, 1962

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

67
67-A

Dear Mr. Barney:

In response to your request, we have completed an investigation of traffic conditions at the intersection of Tenth Avenue (ORE8) and Maple Street in the city of Hillsboro.

Investigation discloses that during the last five years and four months, there were only two accidents of a type that might have been prevented by traffic signals. It was also found that the volume of vehicles entering the intersection from Maple Street was extremely low.

It was found, however, that there is a pyramid of pedestrian traffic across the highway at this location, particularly on the northerly crosswalk. It is recommended that an overhead illuminted "CROSSWALK" sign be installed at this location. The State will furnish the sign if the City will make the installation and care for future maintenance and power consumption.

Will you please advise me of the reaction of City officials to the above proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson
R. D. Conklin

NOTE: The sign is estimated to cost $150 and sufficient funds have been provided in the 1960 Minor Bettermenat Budget for Traffic Signal Projects to be Selected to cover the cost of the work.

VPJ

VPJ:pk jw

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
August 15, 1962

To Mr. F. B. Crandall
Traffic Engineer
Salem, Oregon

SUBJECT: Intersection Investigation
South 10th St. at East
Maple St.
Tualatin Valley Highway
Hillsboro

Enclosed herewith are copies of a report by Mr. R. D. Conklin concerning a traffic study of the subject intersection which was requested by Mr. J. W. Barney, City Manager of Hillsboro. Also enclosed is your file on the subject which Mr. Conklin has had during the investigation.

Mr. Conklin's study indicates that traffic signals are not warranted, but recommends a crosswalk with an illuminated crosswalk sign. In view of the pedestrian traffic from the Hillsboro recreational area, I concur with Mr. Conklin's recommendation that a crosswalk be installed.

Original Signed by A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:gp
Enc.
cc: Tom Edwards
B. P. Huntley
R. D. Conklin

RECEIVED
AUG 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—30M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
August 13, 1962

SUBJECT: Intersection Investigation
South 10th St. at East
Maple St.
Hillsboro
ORE8-Hwy. No. 29-M.P. 12.18

To: Mr. A. E. Johnson
Division Engineer
OFFICE

Mr. Barney, Hillsboro City Manager, has requested a traffic study at the intersection of South 10th Avenue (Tualatin Valley Highway) at East Maple St. in Hillsboro. Mr. Barney requested consideration be given to installing a traffic signal in order to increase the pedestrian protection.

South 10th St., ORE8, is 46 feet in width between concrete curbs and carries four lanes of traffic. Parking is prohibited on both sides. There is a 35MPH speed zone on South 10th St., and as can be seen from the attached speed curve, traffic is abiding by this speed zone very closely.

There is a park, swimming pool, and other recreational facilities on the west side of South 10th St. which generates a considerable amount of pedestrian traffic, particularly children, from the residential area on the east side of 10th St. This pedestrian traffic is limited to the summer months as a general rule.

A 16 hour manual vehicular and pedestrian count was taken on July 11 and 12, 1962. The factored 24 hour volume entering the intersection was 12,110 vehicles of which 92% entered from South 10th St. During the 16 hour period of count, there were 208 pedestrians crossing South 10th St., most of which were at the north crosswalk. The attached table compares traffic conditions at this intersection with the minimum warrants for signalization as stipulated by the National Manual on Uniform Traffic Control Devices. As can be seen from the table, conditions at this intersection do not meet the minimum warrants for signalization.

During the last five year -four months period there were eleven reported accidents at this intersection which can be considered relatively few for the prevailing conditions. Only two of these eleven accidents were of a type subject to prevention by a traffic signal.

In view of the facts stated above, it is recommended that a traffic signal not be installed at the intersection of South 10th St. and East Maple St. in Hillsboro, but in lieu of a traffic signal an overhead span wire mounted interior illuminated "CROSSWALK" sign be installed for the north crosswalk on South 10th St. As is customary on this type of installation, it is recommended that the Highway Department furnish the City with the sign and necessary mounting hardware and the City care for the installation, maintenance, and power consumption.

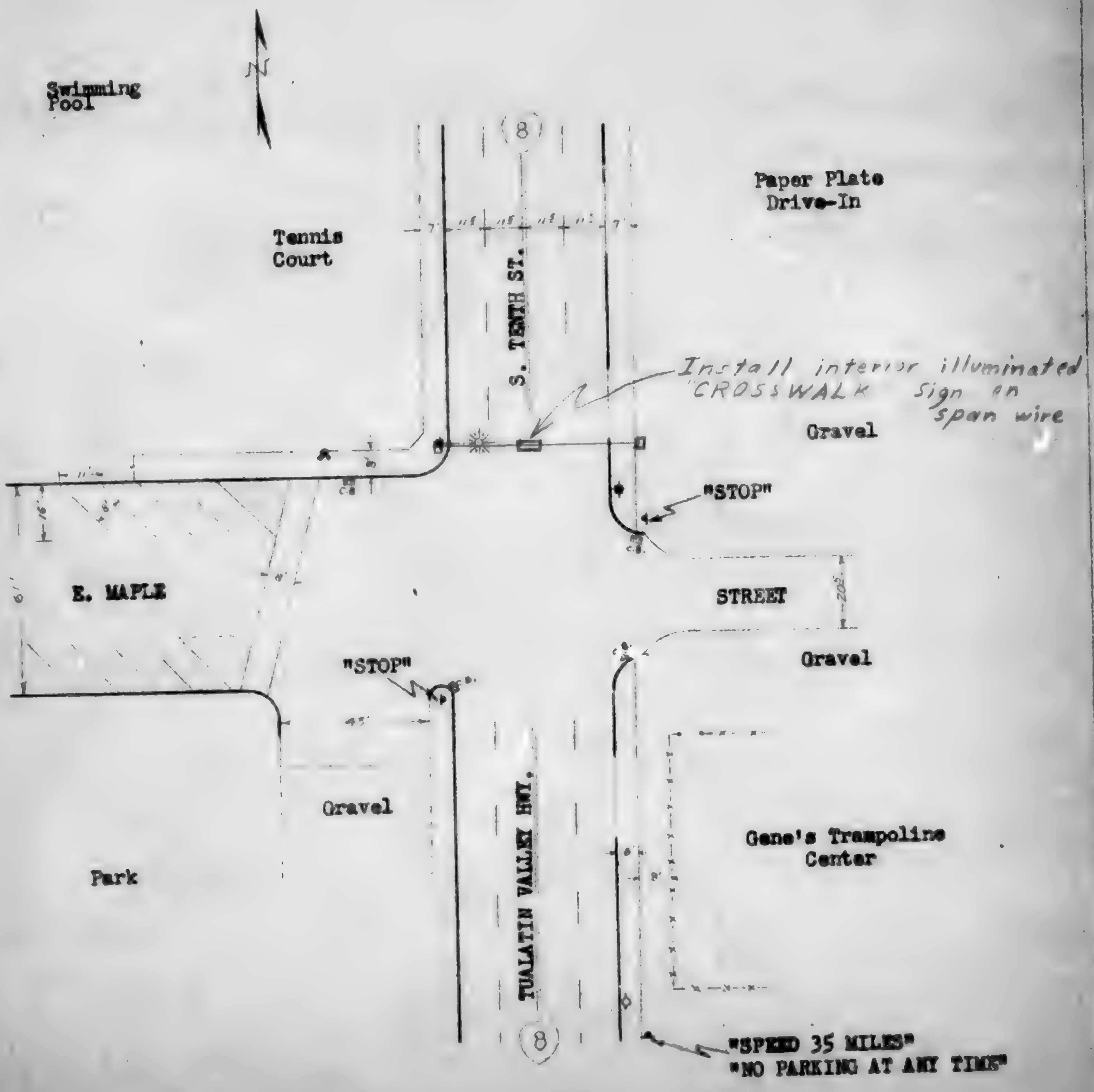
Robert D. Conklin

Robert D. Conklin
Division Traffic Engineer

RDC:fb
Encl.
cc B. P. Huntley

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
CONDITION DIAGRAM
SOUTH TENTH ST. at EAST MAPLE ST.
HILLSBORO

1" = 40' July 1962


N
Swimming Pool
Tennis Court
8
7'
11'
S. TENTH ST.
Paper Plate Drive-In
Gravel
"STOP"
C.B.
16'
61'
E. MAPLE
STREET
20'
Gravel
"STOP"
45'
Gravel
Park
TUALATIN VALLEY HWY.
Gene's Trampoline Center
8
"SPEED 35 MILES"
"NO PARKING AT ANY TIME"

Install interior illuminated CROSSWALK Sign on span wire

Note: Parking is prohibited on both sides of South Tenth Street.

1

2

TYPICAL VIEWS
South Tenth Street - Hillsboro

1. Looking south on South Tenth Street (ORE8) from a pt. 150 ft. north of East Maple Street.

2. Looking north on South Tenth Street (ORE8) from a pt. 150 ft. south of East Maple Street.

3. Looking east on East Maple Street from a pt. 100 ft. west of South Tenth Street (ORE8).

4. Looking west on East Maple Street from a pt. 100 ft. east of South Tenth Street (ORE8).

3

4

TYPICAL VIEWS
South Tenth Street - Hillsboro

1. Looking south on South Tenth Street (ORE8) from a pt. 150 ft. north of East Maple Street.

2. Looking north on South Tenth Street (ORE8) from a pt. 150 ft. south of East Maple Street.

3. Looking east on East Maple Street from a pt. 100 ft. west of South Tenth Street (ORE8).

4. Looking west on East Maple Street from a pt. 100 ft. east of South Tenth Street (ORE8).

TRAFFIC SIGNAL WARRANT COMPARISON

Item	S. 10th St. at Maple St.	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Main St.-Max. 8 hrs. (Total of both approaches)	748	420
Average Hourly Minor Street Volume-Max. 8 hrs. (Highest hourly volumes from either approach)	38	105
Interruption of Continous Traffic Warrant:		
Average Hourly Major Street Volumes-Max. 8 hrs. (Total of both approaches)	748	630
Average Hourly Minor Street Volumes-Max. 8 hrs. (Highest hourly volumes from either approach)	38	52
Minimum Pedestrian Volume Warrant:		
Average Hourly Major Street Volume-Max. 8 hrs. (Total of both approaches)	748	420
Average Hourly Ped. Volume Across Main St.-Max. 8 hrs. (Highest volume crosswalk)	12	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

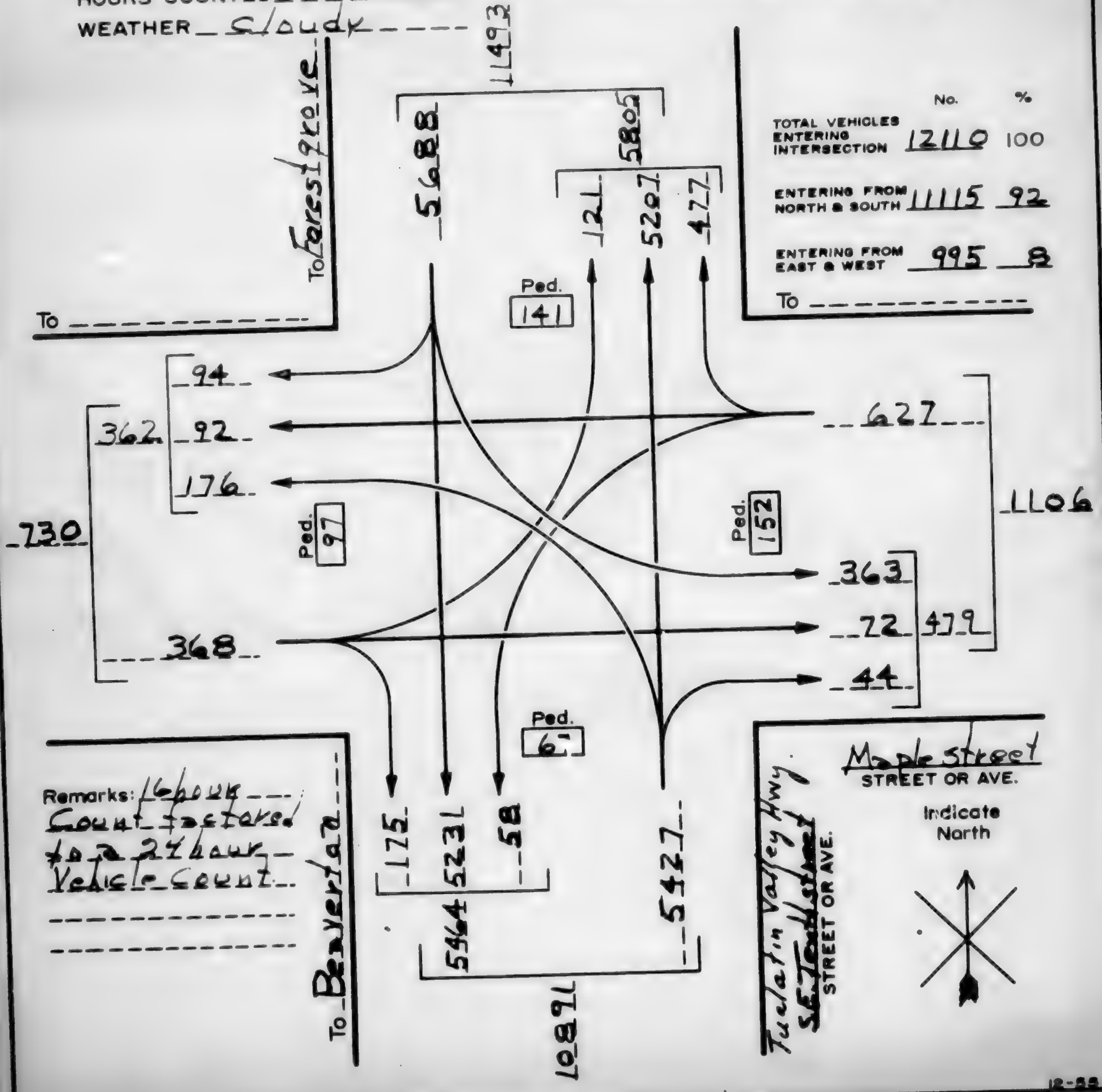
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 11-12 1962
DAY OF WEEK Wednesday Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Cloudy

CITY OF Hillsboro
INTERSECTION OF Tualatin Valley Hwy #29
AND Maple street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12110	100
ENTERING FROM NORTH & SOUTH	11115	92
ENTERING FROM EAST & WEST	995	8

To



To Forest grove
To
11493
5688
5805
121
5207
477
Ped. 141
94
92
176
362
730
627
1106
Ped. 97
Ped. 152
363
72
479
368
44
Ped. 6
175
5231
58
5464
5427
10891
To Beaverton
Tualatin Valley Hwy
S.E. [illegible]
STREET OR AVE.
Maple street
STREET OR AVE.
Indicate North

Remarks: 16 hour Count factored to a 24 hour Vehicle Count

12-55

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date July, 11, 12, 1962
Day of week Wednesday - Thursday
Hours counted 16
Weather cloudy

Classification All vehicles

City of Hillsboro
Intersection Beaverton-Tua
Station number And Mapl
Code number

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	Nort
A. M.	6:00- 7:00	9	15	—	—	238	107	3	5	—	1	6	1	385	356	92	29	8					
	7:00- 8:00	12	20	2	2	356	257	2	—	3	3	9	2	668	632	95	36	5					
	8:00- 9:00	11	31	—	3	236	261	3	2	3	—	3	6	559	514	92	45	8					
	9:00-10:00	6	17	2	3	219	261	8	2	1	2	5	5	531	495	93	36	7					
	10:00-11:00	23	22	2	3	272	327	4	—	1	2	4	8	668	634	95	34	5					
	11:00-12:00	17	19	5	3	317	245	8	1	1	1	5	15	637	600	94	37	6					
P. M.	12:00- 1:00	24	27	9	7	323	273	10	—	4	4	13	15	729	668	92	61	8					
	1:00- 2:00	22	20	7	14	298	231	3	3	3	1	13	10	727	671	92	56	8					
	2:00- 3:00	17	20	5	10	319	327	3	7	2	2	10	10	732	680	93	52	7					
	3:00- 4:00	30	32	7	7	367	381	1	7	4	5	12	9	862	799	93	63	7					
	4:00- 5:00	34	51	7	7	418	538	8	5	9	5	17	22	1121	1024	91	97	9					
	5:00- 6:00	32	31	7	8	413	401	7	5	10	8	9	15	946	876	93	70	7					
	6:00- 7:00	26	37	3	3	264	288	3	4	1	—	14	9	652	590	90	62	10					
	7:00- 8:00	24	35	9	16	238	291	8	9	4	2	18	13	667	577	87	90	13					
	8:00- 9:00	20	25	12	10	215	232	11	11	3	—	11	10	560	489	87	71	13					
	9:00-10:00	23	32	6	14	262	194	2	4	4	4	10	10	565	499	88	66	12					
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	24-Hour total	363	477	94	121	5231	5207	92	72	58	44	175	176	12110	11115	92	995	8	11493	1106	730	1089	14
	16-Hour total	330	434	85	110	4755	4734	84	65	53	40	159	160	11009	10104	92	905	8					
	-Hour total																						
	Control																						
	Factor																						

Tualatin Valley Hwy St. is North and South
Maple Street St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date July 11, 12, 1962
Day of week Wednesday - Thursday
Hours counted 16
Weather cloudy

Classification All vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
A. M.	6:00- 7:00	9	15	—	—	238	107	3	5	—	1	6	1	385	356	92	29	8
	7:00- 8:00	12	20	2	2	356	257	2	—	3	3	9	2	668	632	95	36	5
	8:00- 9:00	11	31	—	3	236	261	3	2	3	—	3	6	559	514	92	45	8
	9:00-10:00	6	17	2	3	219	261	8	2	1	2	5	5	531	495	93	36	7
	10:00-11:00	23	22	2	3	272	327	4	—	1	2	4	8	668	634	95	34	5
	11:00-12:00	17	19	5	3	317	245	8	1	1	1	5	15	637	600	94	37	6
P. M.	12:00- 1:00	24	27	9	7	323	273	10	—	4	4	13	15	729	668	92	61	8
	1:00- 2:00	22	20	9	14	298	231	3	3	3	1	13	10	727	671	92	56	8
	2:00- 3:00	17	20	5	10	319	327	3	7	2	2	10	10	732	680	93	52	7
	3:00- 4:00	30	32	7	7	367	381	1	7	4	5	12	9	862	799	93	63	7
	4:00- 5:00	34	51	7	7	418	538	8	5	9	5	17	22	1121	1024	91	97	9
	5:00- 6:00	32	31	7	8	413	401	7	5	10	8	9	15	946	876	93	70	7
	6:00- 7:00	26	37	3	3	264	288	3	4	1	-	14	9	652	590	90	62	10
	7:00- 8:00	24	35	9	16	238	291	8	9	4	2	18	13	667	577	87	90	13
	8:00- 9:00	20	25	12	10	215	232	11	11	3	—	11	10	560	489	87	71	13
	9:00-10:00	23	32	6	14	262	194	2	4	4	4	10	10	565	499	88	66	12
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total		363	477	94	121	5231	5207	92	72	58	44	175	176	12110	11115	92	995	8
16-Hour total		330	434	85	110	4755	4734	84	65	53	40	159	160	11009	10104	92	905	8
....-Hour total																		
Control																		
Factor																		

Tualatin Valley Hwy St. is North and South
Maple Street St. is East and West

Tabulated b
Computed b
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Hillsboro
Intersection Beaverton-Tualatin Valley Hwy No. 29
Station number And Maple Street
Code number

lassification All vehicles

								SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
outh to ast	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
8	6	1	385	356	92	29	8					—	—	4	—
3	9	2	668	632	95	36	5					—	1	—	—
—	3	6	559	514	92	45	8					2	1	1	2
2	5	5	531	495	93	36	7					—	2		—
2	4	8	668	634	95	34	5					7	—	4	
1	5	15	637	600	94	37	6					6	—	3	—
4	13	15	729	668	92	61	8					—	11	2	8
1	13	10	727	671	92	56	8					8	7	—	13
2	10	10	732	680	93	52	7					9	9	9	7
5	12	9	862	799	93	63	7					27	22	9	7
5	17	22	1121	1024	91	97	9					24	16	27	1
8	9	15	946	876	93	70	7					7	4	7	1
—	14	9	652	590	90	62	10					2	21	10	6
2	18	13	667	577	87	90	13					22	24	6	9
—	11	10	560	489	87	71	13					17	28	3	8
4	10	10	565	499	88	66	12					10	6	9	5
4	175	176	12110	11115	92	995	8	11493	1106	730	1089	141	152	97	67
0	159	160	11009	10104	92	905	8								

Tabulated by

Computed by

Checked by

Checked by

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO ORE8

HIGHWAY NO 29

MILE POST 12.18

GENERAL LOCATION On So. 10th St.
at Maple St. - Hillsboro

DATE July 12, 1962

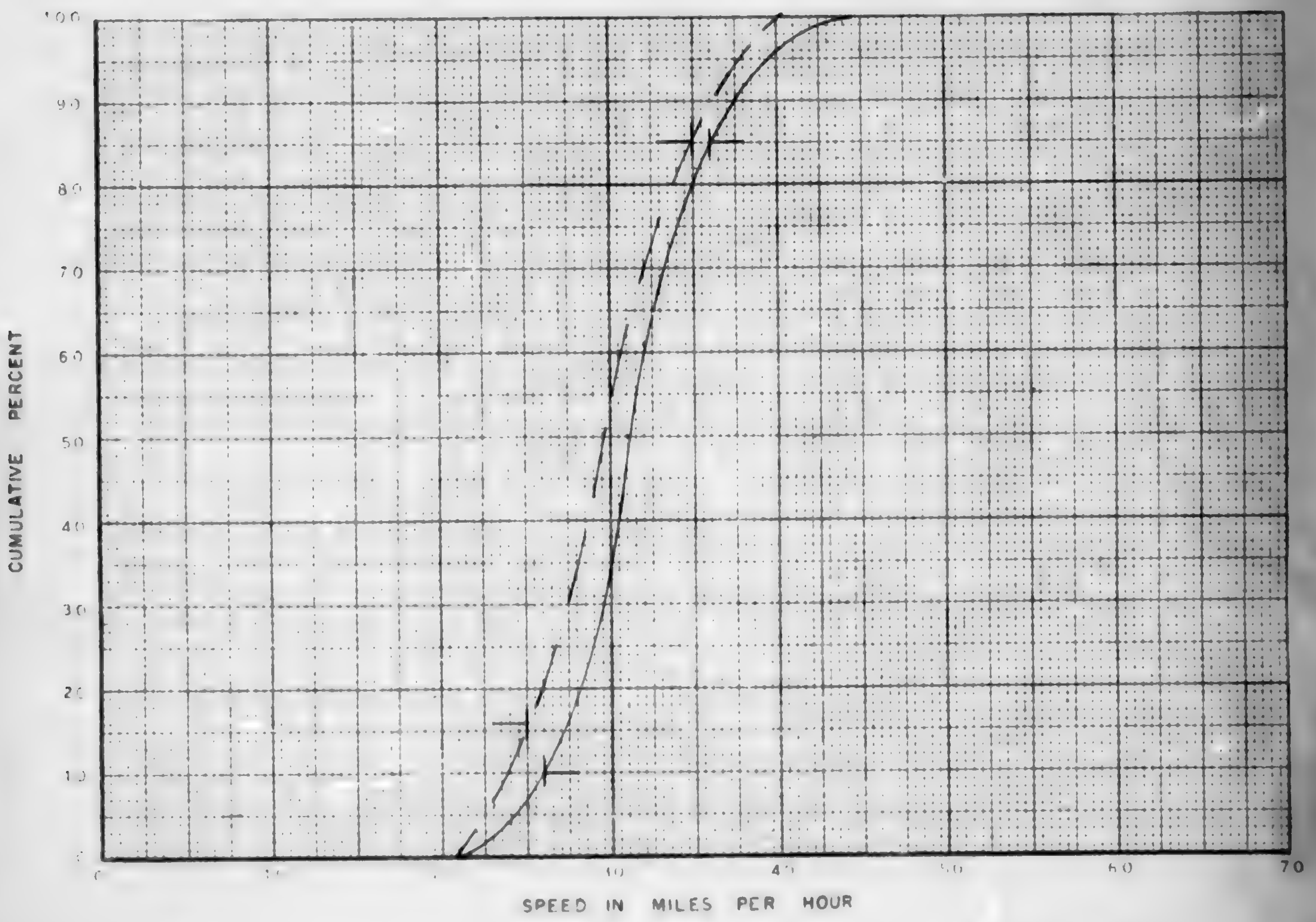
TIME 2:15 P M TO 3:30 P M

WEATHER CONDITION Clear - Dry

NUMBER IN SAMPLE 181

———— North BOUND

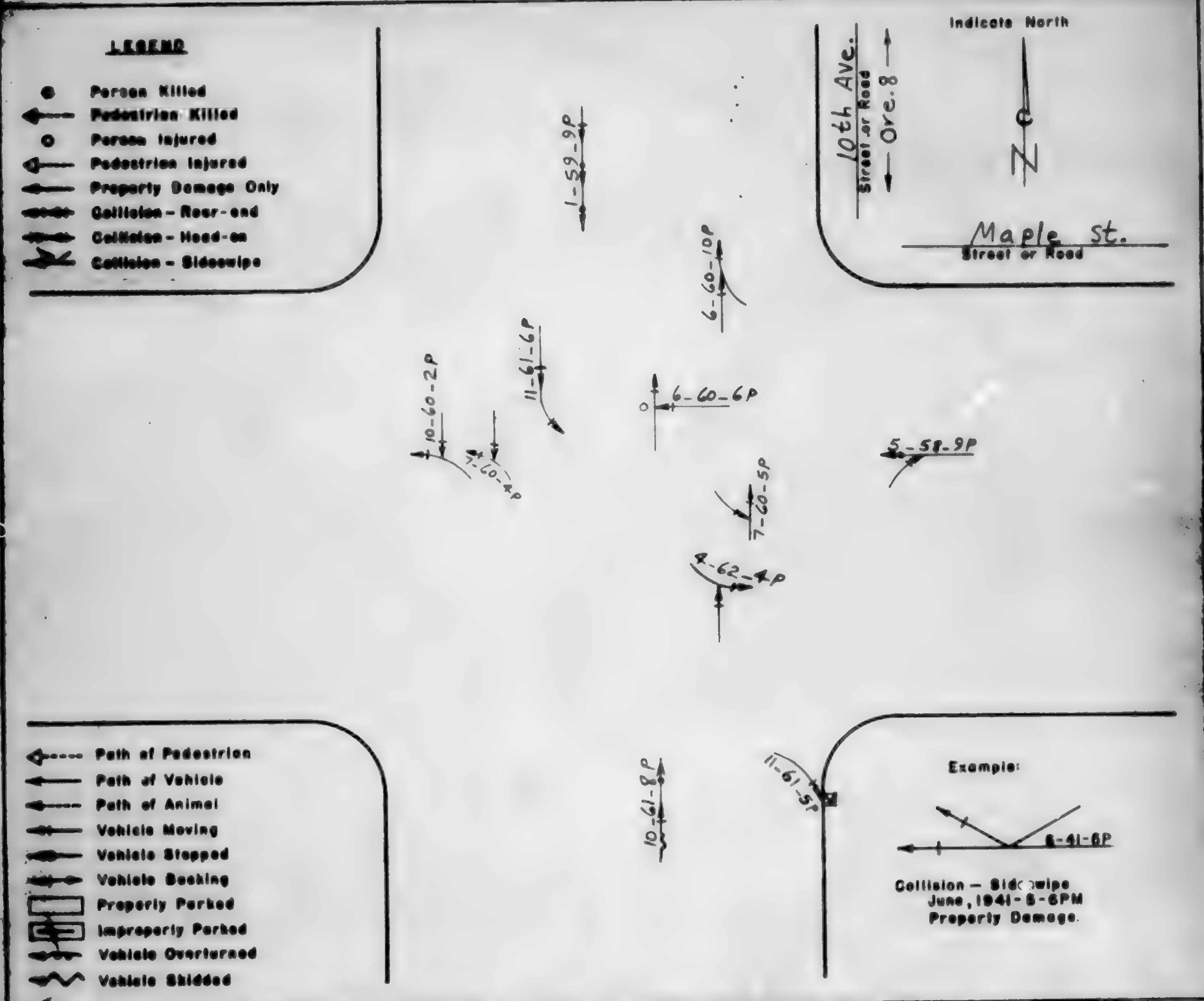
— — — South BOUND



ITEM	North BOUND	South BOUND
85% SPEED	36.0	35.0
PACE LIMITS	26-36	25-35
% IN PACE	74	69
MAX SPEED	44	40

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Hillsboro County Washington
Intersection of 10th Ave. and Maple St.
Highway Number 29 (Ore. 8)
Period Covered 1-1-57 To 4-30-62
Compiled by C.S. Drawn by Date 7-2-62


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
10th Ave.
Street or Road
Ore. 8
Indicate North
N
Maple St.
Street or Road
1-59-9P
6-60-10P
11-61-6P
10-60-2P
7-60-4P
6-60-6P
5-58-9P
7-60-5P
4-62-4P
10-61-8P
11-61-5P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage.

Collision Type	1957 - 1958				1959 - 1960				1961				4 Mos. 1962				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end							1	1			2	2							3	3
Sideswipe																				
Turning Movement			1	1			4	4							1	1			6	6
Parking																				
Non-collision																				
Fixed Object											1	1							1	1
[illegible]																				
[illegible]																				
[illegible]																				
[illegible]			1	1		1	5	6			3	3			1	1		1	10	11

RECEIVED
[illegible]
FOR FILING
[illegible]-1617
L-277

Cross Referenced To:
Maint
Traffic
Lights
Hillsboro

January 29, 1962

(6)

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Mr. Barney:

Recently you made a verbal request to a representative of the Traffic Engineering Division for investigation of traffic conditions at the intersection of Tenth Avenue (Tualatin Valley Highway) and Maple Street in the city of Hillsboro. This intersection is immediately adjacent to the City Park and is a major pedestrian crossing during the time when the park is in use.

It is thought best to postpone investigation at this location until the summer months when the park will be in use. We will conduct an investigation at that time and, upon completion of the investigation, communicate with you further.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
D. L. Peterson
A. E. Johnson

VPJ:sm jw

F-29(16) Rock Cr. Sec., Coos Bay- 1964
Roseburg Hwy. (2 Structs., Grad.
#6378 & Pav.)

RECEIVED
JAN 27 1966

F-[illegible]

6378

January 27, 1966

Mr. A. [illegible]. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. F-49(16)

Dear Sir:

Your August 9, 1965, endorsement noted that contract work on Contract No. 6378, Rock Creek Bridge Section in Coos County, Federal-Aid Project No. F-49(16), was satisfactory. The State Highway Commission authorized acceptance of the contract as of November 1, 1965.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force
Order by State Forces, or others, completed
7-1-65

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (R-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:dc

cc: C. H. Maison
I. D. Merchant
R. N. Chase

RECEIVED
DEC 3 1965

FOR FILING

F 3966

6378

December 3, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On November 4, 1965, we wrote to you concerning release of final payment on Contract No. 6378 awarded to Tom Lillebo Construction Company for structures, grading, and paving on the Rock Creek Section of the Coos Bay-Roseburg Highway in Coos County. Please disregard this letter as the amounts given were in error.

Final payment on this contract is $15,985.29 and the total contract amount is $367,027.65 including $4,002.78 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Lillebo Construction Company
Box 45
Reedsport, Oregon

Ward Cook-Rodgers Insurance Company
603 Panama Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

FKN:gc

RECEIVED
NOV 15 1965
FOR FILING

KLABOE

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 9, 1965

In reply refer to: 08-35.4-DB

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project F-29(16)
Rock Creek Road Section
Coos Bay-Roseburg Hwy.
State Force Order No. 2

Reference is made to your letter dated October 28, 1965 concerning subject order.

We are approving the use of State forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO w/encl.
Asst. State Hwy. Engr.
11-15-65

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

STATE COPY

PROVED
Contingent upon modification of
project agreement if additional
funds are required.
Date SEP 17 1965 By
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Rock Creek Date 9/10, 1964

Highway Coos Bay-Roseburg Contract No. 6378 F. A. Project No. F-29(16)

County Coos Prefix 6-1007 Account No. 224 & 238

Description of Work To Be Done: Grass seeding, fertilizing and mulching to be done by State erosion control crews on cut and fill slopes throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

Between Stations 960+00 to 990+00

Estimate of Quantities and Costs:

15 acres Seed and Fertilize	at $50/acre - - - - -	$ 750.00
15 acres Mulching	at $150/acre - - - - -	2,250.00
		$3,000.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. Funds needed have been authorized. This work covered by this order has not been performed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$435,380.18
Present estimate of project cost, including $3,000.00 for work under this order	$422,427.11
Expected under-run ~~overrun~~ (amount)	$12,953.07
Expected under-run ~~overrun~~ (per cent)	2.97%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Eugene H. Ash, Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ P. M. Stephenson, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 2 = 1965
FOR FILING

F-29(12)

6378

November 1, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 22, 1965, on Contract No. 6378. The contract was with Tom Lillebo Construction Company and was for structures, grading and oiling on the Rock Creek (Bridges Nos. 9185 and 9186) section of Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

bg

RECEIVED
OCT 29 1965
FOR FILING

6378

October 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-230, covering seeding and mulching on the Rock Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6378, in connection with Federal Aid Project No. F-29(16).

This type of work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

This work was tentatively recommended for approval by the BPR Area Engineer September 17, 1964, and has since been completed. A request by this office for formal approval was overlooked. The item was included in the P.S.& E. and Project Agreement approved by your office. Your approval of this order retroactive to September 17, 1964, on actual cost basis under the provisions of PPM 21-6.3, is requested. Submission of the final project voucher will be withheld pending your formal approval.

The total estimated amount of the order is $3,000.00, with Federal participation of $1,800.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encl.

VG:ia

cc: I. Merchant
R. H. Chase

RECEIVED
AUG 23 1965

FOR FILING

6378

August 20, 1965

Tom Lillebo Construction Co.
PO Box 45
Reedsport, Oregon

Dear Sir:

Final inspection has been made on the Rock Creek Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6378, FA Project F-29(16).

The contract work has been satisfactorily completed, and will be recommended to the State Highway Commission for acceptance when the FH-47 Materials Report has been received in this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:cr

cc: I. D. Merchant
L. H. Young
Forrest Cooper
R. L. Porter

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Rock Creek	WEEK ENDING 8/27/65
		SECTION PREFIX 6-1007
	HIGHWAY Coos Bay - Roseburg	COUNTY Coos
NAME OF JOB Rock Creek Bridge	KIND OF WORK Structures, Grading and Paving	
CONTRACTOR Tom Lillebo Construction Co. Box 45, Reedsport, Oregon	CONTRACT NUMBER 6378	FEDERAL AID PROJECT NUMBER F-29(16)
DATE OF CONTRACT January 30, 1965	DATE WORK STARTED 2/24/65	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 180 SPECIFIED CALENDAR DAYS	WORK DAYS USED 180 CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 435,380.18	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING: $ 404,419.81	ENGINEERING AUTHORIZATION $ 30,960.37	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 374,133.31	ENGINEERING COST TO DATE $ 39,154.06	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT XXXXXX UNDERRUN 9 %	PERCENT OF AUTHORIZATION 126 %	DATE PROJECT WAS COMPLETED: July 22, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.46	0.46		0.46	0.46
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.46	0.46		0.46	0.46
TOTAL ESTIMATED QUANTITIES (CONTRACT)	92,200 CY	9,430 CY		670 CY	1,340 Tons
TOTAL QUANTITIES CORRECTED TO DATE	108,500 CY	8,284 CY		713 CY	1,634 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	108, 500 CY	8,284 Cy		713 CY	1,634 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9158	9186						
PERCENT	100	100						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	22	Clear			
MONDAY	23	Cloudy			
TUESDAY	24	Cloudy			
WEDNESDAY	25	Cloudy			
THURSDAY	26	Fair			
FRIDAY	27	Fair			
SATURDAY					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	
MONDAY 23	No work all week, Project completed
TUESDAY 24	
WEDNESDAY 25	
THURSDAY 26	
FRIDAY 27	
SATURDAY 28	

REMARKS

Contractor has promised to clean up the site where he has been storing lumber today or at least during next week.

The final records and semi-final should be shipped to Roseburg by Sept. 3rd.

SIGNED ____________ LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 13 1965

FOR FILING

6378

August 12, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the seeding and mulching work on the Rock Creek Section of the Coos Bay - Roseburg Highway, Contract No. 6378, Project No. F-29(16) in Coos County, was completed July 9, 1965.

This work was authorized by Order for State Work No. 2 dated September 10, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

VG:ds

cc:

R. M. Chase
J. Phillips

STATE COPY

FORM E-123X 90M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED

August 4, 1965

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 22, 1965, on Contract No. 6378, Rock Creek Section, in Coos County, in connection with Federal-Aid Project No. F-29(16).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: August 9, 1965

Conditions noted on above date:

Project acceptable. Final inspection made 7-9-65. Work remaining that date was installation of sight posts & minor cleanup of bridge falsework. This was accomplished on 7-22-65.

A. W. Parsons
Division Engineer

M E Martin
By: M. E. Martin
District Engineer

PVR/

REFERRED TO
Young
By Asst. State Hwy. Engr.
8-18-65

NOTED
F. B. [illegible]

RECEIVED
NOV 12 1964
FOR FILING

[illegible]

NOTED
LLOYD P. SHAW

.CDCNM

PMT X CON   RSB   164   11-10-64   4:15PM

SHAW

COPY TO DECKER

REFERENCE ROCK CREEK SECTION. ASH ADVISES THAT THE ESTIMATED DATE FOR OPENING OF THIS SECTION WOULD BE DECEMBER 20, 1964, WEATHER PERMITING THE FINISHING ON THE HAND RAIL.

CARL WILLIAMS

CDO3.:,.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. F-25	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
		COUNTY Coos
PROJECT REPORT NO. 6378 S	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. F-29(16)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.H. 42 Approx. 2 mi. S.E. Remote, East

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-64	0.568
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 422,404.00	$ 265,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Ass't. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. U. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer February 27, 1964

USCOMM-DC 20134-P62

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 42 of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. F-29(16)

ROCK CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Revised project agreement estimate. Revised to eliminate utility work retained in P. S. and E. status. Not as a basis for modification of agreement.)

Salem, Oregon, June 9, 1964

Type Code [illegible]
Middle Fork Coquille River (Br. [illegible]) (Sta. [illegible]+20 to Sta. [illegible]+20) (Contract [illegible])

Shoring, Cribbing, etc.	All Required		(40%)	$ 4,600.00
Structural Excavation	230 cu. yds.	$ 7.00		1,610.00
Structural Excavation Below Elevations Shown	25 cu. yds.	17.00		425.00
Furnish 10" BP 42# Steel Piling	210 lin. ft.	4.15		871.50
Drive Steel Piles	7 only	90.00		630.00
Splice Steel Piles	2 only	40.00		80.00
Class "A" Concrete (472 cu. yds. [illegible]00.00)	All Required		(30%)	34,770.00
Type IV (85'-90') Prestressed Beams	4 only	2,310.00		9,240.00
Type IV (90'-95') Prestressed Beams	8 only	2,310.00		18,480.00
Metal Reinforcement (100,700 lb. [illegible]0.12)	All Required		(35%)	11,900.00
Metal Parapet Rail	546 lin. ft.	4.20		2,293.20
8-inch Metal Drain Pipe	45 lin. ft.	3.50		157.50
				$85,057.20

Type Code [illegible]
Middle Fork Coquille River (Br. [illegible]) (Sta. [illegible]+20 to Sta. [illegible]) (Contract [illegible])

Shoring, Cribbing, etc.	All Required		(60%)	$ 6,900.00
Structural Excavation	370 cu. yds.	7.00		2,590.00
Structural Excavation Below Elevation Shown	35 cu. yds.	17.00		595.00
Furnish 10" BP 42# Steel Piling	720 lin. ft.	4.15		2,988.00
Drive Steel Piles	28 only	90.00		2,520.00
Splice Steel Piles	8 only	40.00		320.00
Class "A" Concrete (765 cu. yds. [illegible]0.00)	All Required		(62%)	56,730.00
Type IV (85'-90') Prestressed Beams	6 only	2,310.00		13,860.00
Type IV (90'-95') Prestressed Beams	6 only	2,310.00		13,860.00

Metal Reinforcement (176,800 lbs. @0.125)	All Required		(45%)	$ 22,100.00
Metal Parapet Rail	682 lin. ft.	4.20		2,864.40
8-inch Metal Drain Pipe	75 lin. ft.	3.50		262.50
				$125,509.90
	Subtotal			$210,647.10
	10% Engr. & Cont.			21,063.90
	Total			$231,711.00

Type Code 5232
Roadway (Sta. 510+00 to Sta. 590+00) (Contract 3270)

Clearing and Grubbing	All Required		$ 8,500.00
Drainage Excavation, Unclassified	960 cu. yds.	$ 2.50	2,400.00
Abutment Foundation Excavation, Unclassified	6,600 cu. yds.	0.85	5,610.00
General Excavation, Unclassified	92,200 cu. yds.	0.62	57,164.00
Extra for Rock Slope Protection Material	13,200 cu. yds.	1.05	13,860.00
Finishing Roadbed and Slopes	0.46 miles	3,000.00	1,380.00
Rounding Cutbanks	1,830 lin. ft.	0.30	549.00
18-inch Culvert Pipe	140 lin. ft.	6.00	840.00
24-inch Metal Culvert Pipe	110 lin. ft.	8.00	880.00
6-inch Perforated Drain Pipe	140 lin. ft.	2.00	280.00
8-inch Perforated Metal Drain Pipe	4,400 lin. ft.	2.00	8,800.00
8-inch Metal Drain Pipe	70 lin. ft.	2.00	140.00
Hauling and Placing Special Backfill in Drains	720 cu. yds.	6.00	4,320.00
24-inch Culvert End Sections	2 only	75.00	150.00
Metal Guard Rail	3,070 lin. ft.	2.90	8,903.00
Rail End Pieces	20 only	5.00	100.00
Guide Post, M-1	35 only	8.00	280.00
Hauling and Placing 1 1/2"-0 Material in Base	8,800 cu. yds.	1.59	13,992.00
Hauling and Placing 3/4"-0 Material in Base	630 cu. yds.	1.85	1,165.50
Sprinkling	400 M-gal.	3.50	1,400.00
Mixing and Placing Bituminous Base	1,340 tons	7.50	10,050.00
Asphalt in Bituminous Base	74 tons	62.00	4,588.00
Preparation of Base	0.46 miles	1,200.00	552.00
Hauling and Placing Aggreg.	570 cu. yds.	2.10	1,197.00
200-300 Asphalt	50 tons	88.00	4,400.00
RS-1 Asphalt	12 tons	98.50	1,182.00
Extra for Oiling Approaches	3 only	75.00	225.00
			$152,907.50

Flagging (5% of Contractors Cost)	All Required	$ 5,000.00
Slide Removal	All Required	10,000.00
Horizontal Drains	All Required	2,250.00
Seeding and Mulching	All Required	3,000.00
Signing (Temporary)	All Required	200.00
		$ 20,450.00
	Subtotal	$173,357.50
	10% Engr. & Cont.	17,335.50
	Total	$190,693.00

Length of Roadway - - - - - - - 0.452 Miles
Length of 2 Structures - - - 0.116 Miles
Total Length - - - - - - - - - 0.568 Miles
Cost of Roadway Per Mile - - $421,887.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$190,693.00	$120,000.00	$ 70,693.00
Structures	231,711.00	145,000.00	86,711.00
	$422,404.00	$265,000.00	$157,404.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 329, Laws 1939

State Funds For Maint.: Chap. 329, Laws 1939

Oregon State Highway Department

Federal-Aid
Project No. F-29 16)

ROCK CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 11, 1964

Type Code X081
Middle Fork Coquille River Br. #9185) Sta. 965 50 to Sta. 968 20) Contract 6378)

Shoring, Cribbing, etc.	All Required 40%)		$ 4,600.00
Structural Excavation	230 cu.yd.	$ 7.00	1,610.00
Structural Excavation Below Elevation Shown	25 cu.yd.	17.00	425.00
Furnish 10" BP 42# Steel Piling	210 lin.ft.	4.15	871.50
Drive Steel Piles	7 only	90.00	630.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete 472 cu.yd. $80.00)	All Required 38%)		34,770.00
85' to 90' Type IV Prestressed Beams	4 only	2,310.00	9,240.00
90' to 95' Type IV Prestressed Beams	8 only	2,310.00	18,480.00
Metal Reinforcement 100,700 lb. $0.125)	All Required 35%)		11,900.00
Metal Parapet Railing	546 lin.ft.	4.20	2,293.20
8-inch Metal Drain Pipe	45 lin.ft.	3.50	157.50
			$ 85,057.20

Type Code X081
Middle Fork Coquille River Br. #9130) Sta. 976 20 to Sta. 979 22) Contract 6378)

Shoring, Cribbing, etc.	All Required 60%)		$ 6,900.00
Structural Excavation	370 cu.yd.	$ 7.00	2,590.00
Structural Excavation Below Elevation Shown	35 cu.yd.	17.00	595.00
Furnish 10" BP 42# Steel Piling	720 lin.ft.	4.15	2,988.00
Drive Steel Piles	28 only	90.00	2,520.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete 765 cu.yd. $80.00)	All Required 62%)		56,730.00
85' to 90' Type IV Prestressed Beams	6 only	2,310.00	13,860.00
90' to 95' Type IV Prestressed Beams	6 only	2,310.00	13,860.00
Metal Reinforcement 188,000 lb. $0.125)	All Required 65%)		22,100.00
Metal Parapet Railing	682 lin.ft.	4.20	2,864.40
8-inch Metal Drain Pipe	75 lin.ft.	3.50	262.50
			$125,589.90

Subtotal	$210,647.10
10% Engr. & Cont.	21,063.90
Total	$231,711.00

Type Code 5233

Roadway (Sta. 960+00 to Sta. 990+00) (Contract 6378)

Clearing and Grubbing	All	Required		$ 8,500.00
Drainage Excavation, Unclassified	960	cu.yd.	$ 2.50	2,400.00
Embankment Foundation Excavation, Unclassified	6,600	cu.yd.	0.85	5,610.00
General Excavation, Unclassified	92,200	cu.yd.	0.62	57,164.00
Extra for Rock Slope Protection Material	13,200	cu.yd.	1.05	13,860.00
Finishing Roadbed and Slopes	0.46	mile	3,000.00	1,380.00
Rounding Cutbanks	1,830	lin.ft.	0.30	549.00
18-inch Culvert Pipe	140	lin.ft.	6.00	840.00
24-inch Metal Culvert Pipe	110	lin.ft.	8.00	880.00
6-inch Perforated Drain Pipe	140	lin.ft.	2.00	280.00
8-inch Perforated Metal Drain Pipe	4,400	lin.ft.	2.00	8,800.00
8-inch Metal Drain Pipe	70	lin.ft.	2.00	140.00
Hauling and Placing Special Backfill in Drains	720	cu.yd.	6.00	4,320.00
24-inch Culvert End Sections	2	only	75.00	150.00
Metal Guard Rail	3,070	lin.ft.	2.90	8,903.00
Rail End Pieces	20	only	5.00	100.00
Guide Post, W-1	35	only	8.00	280.00
Hauling and Placing 1 1/2" - 0 Material in Base	8,800	cu.yd.	1.59	13,992.00
Hauling and Placing 3/4" - 0 Material in Base	630	cu.yd.	1.85	1,165.50
Sprinkling	400	M-gal.	3.50	1,400.00
Mixing and Placing Bituminous Base	1,340	ton	7.50	10,050.00
Asphalt in Bituminous Base	74	ton	62.00	4,588.00
Preparation of Base	0.46	mile	1,200.00	552.00
Hauling and Placing Aggregates	570	cu.yd.	2.10	1,197.00
200-300 Asphalt	50	ton	88.00	4,400.00
RS-1 Asphalt	12	ton	98.50	1,182.00
Extra for Oiling Approaches	3	only	75.00	225.00
				$152,907.50

Flagging (57 % of Contractor's Cost)	All	Required	$ 5,000.00
Slide Removal	All	Required	10,000.00
Horizontal Drains	All	Required	2,250.00
Seeding and Mulching	All	Required	3,000.00
Signing (Temporary)	All	Required	200.00
			$ 20,450.00

Subtotal	$173,357.50
10% Engr. & Cont.	17,335.50
Total	$190,693.00

Length of Roadway - - - - -	0.452 Mile
Length of 2 Structures- - -	0.116 Mile
Total Length- - - - - - - -	0.568 Mile
Cost of Roadway Per Mile- -	$421,887.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$231,711.00	$145,000.00	$ 86,711.00
Roadway	190,693.00	120,000.00	70,693.00
	$422,404.00	$265,000.00	$157,404.00

State Funds for Const. Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in PS & E Status

Description	Total Cost	Federal Funds	State Funds
Work by West Coast Tel. Co.	$ 3,300.00	$ 2,000.00	$ 1,300.00

Oregon State Highway Department

Federal Aid
Project No. F-29(16)

ROCK CREEK SECTION OF THE
COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon December 31, 1963

Type Code X081
Middle Fork Coquille River (Br. #9185)(Sta. 965+50 to Sta. 968+20)

Shoring, Cribbing, Etc.	All Required (40%)		$ 10,000.00
Structural Excavation	230 cu.yds.	$ 7.00	1,610.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish 10" BP 42# Steel Piling	210 lin.ft.	5.00	1,050.00
Drive Steel Piles	7 only	75.00	525.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (472 cu.yds. $80.00)	All Required (38%)		37,760.00
85' to 90' Type IV Prestressed Beams	4 only	2,400.00	9,600.00
90' to 95' Type IV Prestressed Beams	8 only	2,450.00	19,600.00
Metal Reinforcement (100,700 lbs. $0.125)	All Required (35%)		12,587.50
Metal Parapet Railing	546 lin.ft.	6.50	3,549.00
8-inch Metal Drain Pipe	45 lin.ft.	4.00	180.00
			$ 96,791.50

Type Code X081
Middle Fork Coquille River (Br. #9186)(Sta. 976+20 to Sta. 979+62)

Shoring, Cribbing, Etc.	All Required (60%)		$ 15,000.00
Structural Excavation	370 cu.yds.	$ 7.00	2,590.00
Structural Excavation Below Elevation Shown	35 cu.yds.	10.00	350.00
Furnish 10" BP 42# Steel Piling	720 lin.ft.	5.00	3,600.00
Drive Steel Piles	28 only	75.00	2,100.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (765 cu.yds. $80.00)	All Required (62%)		61,200.00
85' to 90' Type IV Prestressed Beams	6 only	2,400.00	14,400.0
90' to 95' Type IV Prestressed Beams	6 only	2,450.00	14,700.00
Metal Reinforcement (188,000 lbs. $0.125)	All Required (65%)		23,500.00
Metal Parapet Railing	682 lin.ft.	6.50	4,433.00
8-inch Metal Drain Pipe	75 lin.ft.	4.00	300.00
			$142,493.00

Subtotal	$239,284.50
10% Engr. & Cont.	23,927.50
Total	$263,212.00

Type Code 5233
Roadway (Sta. 960+00 to Sta. 990+00)

Clearing and Grubbing	All Required		$ 20,000.00
Drainage Excavation, Unclassified	960 cu.yds.	$ 3.50	3,360.00
Embankment Foundation Excavation, Unclassified	6,600 cu.yds.	1.00	6,600.00
General Excavation, Unclassified	92,200 cu.yds.	0.80	73,760.00
Extra for Rock Slope Protection Material	13,200 cu.yds.	0.50	6,600.00
Finishing Roadbed and Slopes	0.46 miles	2,000.00	920.00
Rounding Cutbanks	1,830 lin.ft.	0.20	366.00
18-inch Culvert Pipe	140 lin.ft.	6.00	840.00
24-inch Metal Culvert Pipe	110 lin.ft.	9.00	990.00
6-inch Perforated Drain Pipe	140 lin.ft.	2.00	280.00
8-inch Perforated Metal Drain Pipe	4,400 lin.ft.	2.50	11,000.00
8-inch Metal Drain Pipe	70 lin.ft.	2.50	175.00
Hauling and Placing Special Backfill in Drains	720 cu.yds.	4.50	3,240.00
24-inch Culvert End Sections	2 only	65.00	130.00
Metal Guard Rail	3,070 lin.ft.	2.50	7,675.00
Rail End Pieces	20 only	5.00	100.00
Guide Post, W-1	35 only	8.00	280.00
Hauling and Placing 1½"-0 Material in Base	8,800 cu.yds.	1.50	13,200.00
Hauling and Placing 3/4"-0 Material in Base	630 cu.yds.	1.60	1,008.00
Sprinkling	400 M-gal.	3.00	1,200.00
Mixing and Placing Bituminous Base	1,340 tons	10.00	13,400.00
Asphalt in Bituminous Base	74 tons	38.00	2,812.00
Preparation of Base	0.46 miles	500.00	230.00
Hauling and Placing Aggregates	570 cu.yds.	2.75	1,567.50
200-300 Asphalt	50 tons	55.00	2,750.00
RS-1 Asphalt	12 tons	60.00	720.00
Extra for Oiling Approaches	3 only	40.00	120.00
			$173,323.50

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
Slide Removal	All Required	10,000.00
Horizontal Drains	All Required	2,250.00
Seeding and Mulching	All Required	3,000.00
Signing (Temporary)	All Required	200.00
		$ 20,450.00

Utilities		
Work by West Coast Tel. Co.	All Required	$ 3,000.00
	Subtotal	$196,773.50
	10% Engr. & Cont.	19,676.50
	Total	$216,450.00

Length of Roadway - - - - - - - - - - - 0.452 Miles
Length of 2 Structures- - - - - - - - - 0.116 "
Total Length- - - - - - - - - - - - - 0.568 "
Cost of Roadway Per Mile - - - - - - - $478,871.68

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$263,212.00	$165,000.00	$ 98,212.00
Roadway	216,450.00	136,000.00	80,450.00
	$479,662.00	$301,000.00	$178,662.00

ROCK CREEK SECTION

PROJECT NO. F-29(16)

Prestressed Beam Quantities

85' to 90' Beams

Overhead			$ 125.00
Class "A-A" Concrete	19.1 cu.yds.	$62.00	1,184.20
Metal Reinforcement	1,350 lbs.	$ 0.12	162.00
Prestress Steel	2,250 lbs.	$ 0.40	900.00
			$2,371.20

90' to 95' Beams

Overhead			$ 125.00
Class "A-A" Concrete	19.3 cu.yds.	$62.00	1,196.60
Metal Reinforcement	1,450 lbs.	$ 0.12	174.00
Prestress Steel	2,400 lbs.	$ 0.40	960.00
			$2,455.60

RECEIVED
FEB 20 1964

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678

Portland, Oregon Office

[illegible]
OREGON STATE GAME COMMISSION
[illegible]

[illegible]

[illegible]

LLOYD F. SHAW

[illegible]

[illegible]

[illegible]

[illegible]

1. [illegible] on both banks wherever channel changes are necessary.

2. Heavy equipment [illegible] should be kept out of the river and tributaries whenever possible.

3. Dumping of [illegible] and debris into the stream should be avoided.

4. Fish passage should be provided at the Rock Creek crossing.

We appreciate being able to submit our comments on this project.

Very truly yours,

[illegible]

Chief of [illegible]

Copies:
[illegible]

RECEIVED
FEB 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 - 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

January 30, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2EC Salem, Oregon

Oregon Project F-29(16), Rock Creek Section
Paving and Structures

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6378 to Tom Lillebo Construction Company of Reedsport, Oregon, low bidder in the amount of $363,554.60 at the January 29, 1964 bid opening.

Mr. Litchfield's January 16, 1964 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our January 7, 1964 memorandum authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Mr. Young's letter of January 22, 1964 contains information which satisfies our P.S. & E. requirement relative to State Fish and Game Commission's consideration of this construction project.

original To Young
2-5-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 31 1964
FOR FILING

FORM E-129
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6378

January 30, 1964

Tom Lillebo Const. Co.,
P. O. Box 365
Reedsport
Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6378 for the following project:

Two structures-grading-paving on the Rock Creek Section of the Coos Bay-Roseburg Highway in Coos County.

This award was based on your low bid of $363,854.60 which was submitted to the Commission on January 29, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 5 - 1964

FOR FILING

F 35([illegible])

6278

State of Oregon
Fish Commission

January 22, 1964

COPY

Mr. Forrest Cooper
State Highway Engineer
P.O. Box 30
Salem, Oregon, 97310

Attention: Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to the location survey prospectus, Rock Creek and Elbow Point sections of the Coos Bay-Roseburg Highway, Coos County, transmitted to us by letter dated January 3, 1964.

Last year a highway construction project on this same Coos Bay-Roseburg Highway west of the Rock Creek and Elbow Point sections caused severe silt loads in the Middle Fork Coquille River to the detriment of the salmon fishery.

A report from our local fishery biologist indicates considerable spawning bed area was utilized by salmon last fall adjacent to the town of Remote.

Heavy silt loads created by embankment materials or construction equipment entering the stream can be harmful to fish rearing, especially during low water periods, and should be minimized to the fullest possible extent. Disturbance or removal of spawning beds also should be avoided. Your attention to these factors during planning and construction phases can materially benefit fishery resources.

We wish to express our appreciation for the fine job last fall of cleaning up the Middle Fork Coquille River adjacent to the construction area prior to the Fall Chinook run.

Sincerely,

/s/ William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc A.W. Parsons
Lloyd Shaw
L.H. Young
Frank Hall
J.E. Morelock
T. C. Roake

FORM 5-123X 50M- 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JAN 13 1964
FOR FILING

F-29(16)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 7, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Rock Creek Unit
Remote-Douglas County Line
Coos Bay-Roseburg Highway
Base Design

Attention: Mr. Ted Dec

Dear Sir:

An apparent discrepancy between information shown on the "Pavement Type Selection" sheet and the "Project Base Design" for the subject project has been pointed out. On the "Pavement Type Selection" sheet, item 7, "No Problem" is shown for stage construction. On the Base Design Sheet the 3-1/2-inches of asphaltic concrete is shown to be applied after all settlement occurs.

This base design is a revision from the original which called for the same overall depth without the 3 inches of plant mix bituminous base. Service behavior of aggregates from the same source and used on recently completed jobs to the west has not been good. Appreciable degradation occurred directly under the 0-11 surface. Upgrading 3 inches of the material with asphalt appeared the logical corrective measure and was called for in this revised design.

No particular problem with the stage construction called for is anticipated, and in this respect the notation under item 7 on the pavement type selection sheet would be appropriate.

Minor settlements or adjustments to application of traffic can be expected before the final 3-1/2 inches of AC wearing course is placed. This minor settlement was in mind when the notation "To be applied after all settlement occurs" was placed on the design sheet. This notation, to avoid confusion could have been "to be applied at a later date."

We trust this explains the apparent discrepancy in data.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED by G. L. DECKER
By

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw
F. W. Yarbrough

[illegible] OR FILING

172

477 Cottage Street NE.
Salem, Oregon 97301

January 7, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-88

Oregon Project F-29(16)
Rock Creek Section
Grading, Structures, and Oiling

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights of way or rights of entry have been acquired with relocation advisory assistance unnecessary, as indicated in Mr. Hoehring's December 30, 1963 letter, except for one parcel on which negotiations are in progress or condemnation suits will be filed with the expectation that this parcel will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

For the prestressing reinforcement on the two Middle Fork Coquille River structures, the use of 1/2-inch diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved for this project.

The pavement type selection for the project is accepted on the basis of documentation including your December 20, 1963 "Project Base Design" sheet and governing factors attachment as supplemented by Mr. Decker's January 7, 1964 letter indicating the problems involved which make stage construction appropriate, with the 3 1/2-inch asphaltic concrete surface (Step 2) necessary for the ultimate pavement structure design. However, this acceptance should not be construed as an agreement establishing eligibility of the future 1 1/2-inch asphaltic concrete surface (Step 3) for Federal participation.

The use of the December, 1963 Supplemental Standard Specifications for Metal Pipe Materials for Culvert, Siphons and Underdrains is approved for this specific project.

(more)

NOTED
LLOYD P. SHAW

original to Young
with attach.
1-10-64

Mr. Young's January 3, 1964 letter covering submission of P.S. & E. indicated that the project does not affect fish and wildlife. Your certification that the applicable State conservation agencies agree should be furnished prior to our concurrence in award of contract.

Your December 31, 1963 status report of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Attachment

JAN 10

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

January 6, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.3-Rc

Oregon Federal-aid Primary Program

We are approving the one project in Stage 2, construction phase, as submitted by Mr. Young's December 20, 1963 letter. This approval, effective this date, covers the following detailed project:

Item	Project	Location	Work
434	F-29(16)	Rock Creek Section	Gr., Dr., Surf. and 2 Strs.

Utility preparatory work is hereby authorized effective January 6, 1964 for the above project.

This Stage 2 construction phase project provides for 0.57 miles of highway improvements at a total estimated cost of $330,000, of which $330,000 is reserved as Federal-aid Primary funds. This action will reduce your unprogramed balance to $1,950,952 according to our records of this date.

original to Young
1-9-64

NOTED
LLOYD P. SHAW

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SH 42 Approx. 2 Mi. SE Remote, East 21 65	**ADT**	PRESENT 1,600	FUTURE 3,200 (66) (70)	YEAR 80 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. Intermediate Type Sf. 2 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL - AID 14

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	 TYPE	 STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		SH 42 Approx. 2 Mi. SE Remote East 0.6 Mi. (Rock Creek Sec.)			
5	12-20-63				**ROW**					
5					**CONST** (CODE)				550,000	330,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.57	550,000	330,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 1,600	FUTURE 3,200 (66) (70)	YEAR 80 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE (4) (9)	ITEM NO. 434 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) F- 14 23	NUMBER 29(16) 7	SEQ. NO. 13	I Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME	Coos	CODE 005 (14) (16)	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO.	FEDERAL-AID 14 (32)	STATE 35 (36)	U.S. (37) (41)	

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Grade, drain, two 12' lanes intermed. type surf. with 4' and 8' shoulders, two bridges (612')
	550,000	330,000	220,000		ROW-400' normal; Access Control-full; Park.Restrictions - complete; Utility adj.-Required incl. prep. work.
0.57	550,000	330,000	220,000		
	(16) (23)	(24) (33)			

REMARKS

Additional data - Item 313, Project F-29(6)

USCOMM DUSCOMM-DC 48905-P61

ROCK CREEK SECTION

PROJECT NO. F-29(16)

Existing Facility

The existing highway located on the north side of the Middle Fork Coquille River consists of many sharp reversing curves and is very inadequate for present traffic requirements. The river makes a large horseshoe bend at this point.

Adjacent Section

Each end of the proposed project connects with sections of highway presently being improved as a State project. The resulting improvement is to be two 11' lanes intermediate type surfacing with 4' shoulders.

Project Data

Roadway: The proposed improvement consists of grading and draining on improved and more direct grade and alignment crossing the river at two points. The improved alignment reduces the existing highway distance from approximately one mile to 0.6 mile. The roadway is to be two 12' lanes intermediate type surfacing with 4' and 8' shoulders.

Structures: Two concrete bridges are to be constructed with lengths of 270' and 342'.

System Action, Railroads, Airports, Water Development - None involved.

Public Hearing - None required.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

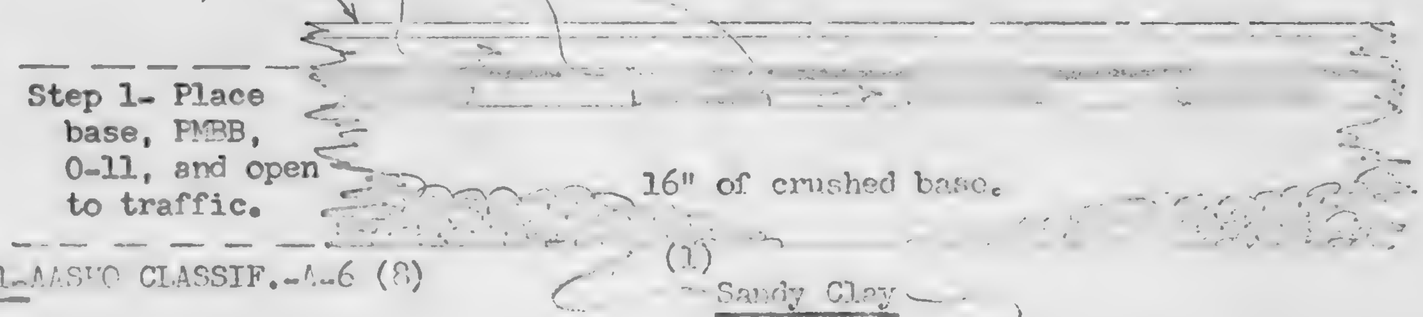
REVISED REVISED

RECEIVED
JAN 2 1964
FOR FILING

Section ROCK CREEK UNIT REMOTE-DOUGLAS COUNTY LINE Highway COOS BAY-ROSEBURG (FA 14) County COOS Prefix 6-1407
Res. Engr. ______ Length of Project ____ Miles. Sta. ______ to Sta. ______ Date 12-20-63

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (LOGGING AREA)

Step 3 — 1½" of A.C. (Future-when required)
Step 2 — 3½" of A.C. (To be applied after all settlement occurs)
Step 1 — 1¼" 0-11 oil mat
— 3" of plant mix bituminous base



Step 1- Place base, PMBB, 0-11, and open to traffic.

16" of crushed base.

(1) Sandy Clay

(1) Typical Soil-AASHO CLASSIF.-A-6 (8)

40	LL
17	PI
61	% P200
4	% Gravel
15	% C Sand
19	% F Sand
33	% Silt
29	% Clay
15	"R" Value (Corrected)

Other Traffic Classif.	Total Thickness Requirements.
HEAVY	19½"
MEDIUM HEAVY	16½"
MEDIUM	14"
LIGHT	10½"

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			1¼	0-11
			3	PM
			16	Cr Base
22½			20¼	
			3½	AC
			23-3/4	PRESENT
		Future	1½	AC
			25¼	FUTURE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

NOTED LLOYD P. SHAW

Submitted by F.W. Yarbrough
Staff Assistant

Recommended by A. L. Clarke
Asst Construction Engineer

Recommended by ______
Engineer of Materials

Approved by ______
Assistant ~~Deputy~~ State Highway Engineer

B.P.R.
cc Asst. ~~Deputy~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

PAVEMENT TYPE SELECTION

ROCK CREEK UNIT
REMOTE-DOUGLAS CO. LINE SECTION
COOS BAY-ROSEBURG HWY (FA 14)
COOS COUNTY

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 710 1980 ADT 1400 % Heavy Vehicles 20+
(NOTE: Increase classification one step for heavy logging use)(Heavy Logging)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual ~~Rainfall~~ Precipitation 60"±

4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to item 6 an A.C. wearing surface has been selected.

CONSTRUCTION DIVISION

5

FORM E30—50M—8-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1963

SUBJECT: Base Treatment
Kincheloe & McMullen
Point Materials

To: F. D. Morgan
Const. Eng'r.
Office

The following data indicates the basis on which the recommendations were made on the attached reports: All evaluations are based on the percent of retained strength. The percent retained strength is the ratio of the test results obtained on a specimen without degrading treatment to those obtained on the same (or duplicate) specimen after degrading treatment. The degrading treatments were: dry resilient deformation under load (450 p.s.i. 800 blows), static soaking in water, and wet resilient deformation under load. The tests made on each specimen before and after degrading were: Stability, Cohesion, and Unconfined compressive strength. There were then three types of tests for each of three degraded conditions plus three tests for the undegraded condition making 12 tests for each asphalt content for each gradation or a total of 12 x 4 x 4 or 192 for each material.

In the evaluation all the nine tests results for each asphalt content were divided by the respective results of test on undegraded specimens. The resulting percent retained strengths were then added. The larger the number, the better the all around resistance to degrading actions. The totals obtained are as follows:

Kincheloe Quarry

Gradation	40% P $\frac{1}{4}$"				50% P $\frac{1}{4}$"			
Asphalt Content	$3\frac{1}{2}$	$4\frac{1}{2}$	$5\frac{1}{2}$	$6\frac{1}{2}$	$3\frac{1}{2}$	$4\frac{1}{2}$	$5\frac{1}{2}$	$6\frac{1}{2}$
Total score	402	520	568	499	354	497	543	470

Gradation	60% P $\frac{1}{4}$"				70% P $\frac{1}{4}$"			
Asphalt Content	$3\frac{1}{2}$	$4\frac{1}{2}$	$5\frac{1}{2}$	$6\frac{1}{2}$	$3\frac{1}{2}$	$4\frac{1}{2}$	$5\frac{1}{2}$	$6\frac{1}{2}$
Total score	343	470	504	431	341	440	467	416

Slightly less than $5\frac{1}{2}$% appears best for all gradations. The

Discussed with Rulien: 6-17-63
He will submit field recommendations -
D

resistance to degradation however decreases with increased passing ¼ inch

Mc Mullen Quarry

Gradation	40% P ¼"				50% P ¼"			
Percent Asphalt (85-100)	3½	4½	5½	6½	3½	4½	5½	6½
Total score	293	439	437	348	392	425	477	357

Gradation	60% P ¼"				70% P ¼"			
Percent Asphalt (85-100)	3½	4½	5½	6½	3½	4½	5½	6½
Total score	274	377	423	323	281	381	378	328

Use of SSKH

Gradation	50% P ¼"			
Percent Emulsion	3½	4½	5½	6½
Total Score	232	298	363	342

Again, slightly less than 5½% of 85-100 appears best and again the resistance to degradation decreases as the % passing the ¼ increases. With use of SSKH the resistance to degradation is not as good as with use of 85-100. However, it should be noted the undegraded strengths of specimens using SSKH are some different than for those using 85-100 for the same single gradation.

Actual Test Values

	85-100				SSKH			
%	3½	4½	5½	6½	3½	4½	5½	6½
Stability	31	40	37	30	48	50	47	42
Unconfined Compression	310	312	315	320	570	560	510	400
Cohesion	140	205	245	150	70	87	105	115

Even with this consideration, the SSKH is not as good as 85-100 for the material and gradation tested.

O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. G. L. Decker
L. R. Chandler

6-8311 Coquille Rock Prod. Proj. on 1964
Oregon Coast, Coquille-Bandon &
#6379 Coos Bay-Roseburg Hwys.

RECEIVED
JUN 29 1964
FOR FILING

[illegible]

[illegible]

June 26, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On June 18, 1964, we wrote to you concerning release of final payment on contract #6379, awarded to Woodward & Son-Barklow, Inc., for the Coquille Rock Production Project on the Coos Bay-Roseburg; Coquille-Bandon; Oregon Coast Highways in Coos County.

Final payment on this contract is $1,729.85 and the total contract amount is $35,833.69. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Woodward & Son-Barklow, Inc.,
P. O. Box 456
Coquille, Oregon

cc: C. H. Maison
Attn.: John Herr

9

RECEIVED
JUN 18 1964

FOR FILING

[illegible]

[illegible]

June 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 12 on Contract No. 6379. The contract was with Woodward & Son & Barklow, Inc., and was for rock production on the Coquille Section of the Coos Bay-Roseburg, Coquille-Bandon and Oregon Coast Highways in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 17, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

F. N. Stephenson
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

bbc

6-8311 2

FORM E-1 (REV. 5-63) OREGON STATE HIGHWAY DEPARTMENT **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE DIVISIONS	BRIDGE NUMBER SECTION Coquille Rock Prod. HIGHWAY Coos Bay-Roseburg Coquille-Bandon, Ore. Coast.	WEEK ENDING: May 29, 1964 SECTION PREFIX 6-8311 COUNTY Coos
NAME OF JOB Coquille Rock Production	KIND OF WORK Rock Production	
CONTRACTOR Woodward & Son & Barklow	CONTRACT NUMBER 6379	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT Jan. 30, 1964	DATE WORK STARTED Mar. 4, 1964	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS 50	WORK DAYS USED 42
PROJECT AUTHORIZATION: $38,387.50	ENGINEERING AUTHORIZATION $2,744.00	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $35,843.50	ENGINEERING COST TO DATE $2,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $35,843.50	PERCENT OF AUTHORIZATION 91.1%	100
ESTIMATED PERCENT: OVERRUN UNDERRUN ____%	DATE PROJECT WAS COMPLETED: 5-12-64	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			7,000cy		
TOTAL QUANTITIES CORRECTED TO DATE			7,000cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7,000cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUN 1 1964
NOTED: ☐ ☒ ☐ ☐ ☐
CE A
6 B

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor finished work on this project Tuesday, May 12, 1964.
Estimated date of Semi-Final completion is June 1, 1964

Final Report

Roy H. Stein

SIGNED Bobby D. Johnson by Roy H. Stein

ADDRESS Box 374 Coquille, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LLOYD QUERY, SECRETARY
SALEM

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JAN 31 1964
FOR FILING

1-79

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. B. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 30, 1964

Woodward & Son-Barklow
910 Knott Street
Coquille
Oregon

Gentlemen:

The State Highway Commission on **January 30, 1964,** awarded to you State Highway Contract No. **6379** for the following project:

Coquille Rock Production Project on the Oregon Coast; Coquille-Bandon; Coos Bay-Roseburg Highways in Coos County.

This award was based on your low bid of **$34,300.00** which was submitted to the Commission on **January 29, 1964,** for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

I-5-3(59) Widening 3 Structs., Const. 1 1964
121 Br. & Sign. Install. on Fairgrounds
#6380 Rd.-Shady Sec., Pacific Hwy.

Agreements -
R-428

RECEIVED
OCT 8 - 1971

FOR FILING

Salem, Oregon
October 8, 1971

Mr. R. W. Ellison
Bridge Administration Engineer

BUILDING

You requested a determination of the financing for the two structures over the South Umpqua River at Shady.

The northbound structure (Bridge No. 7713) was financed with State Highway Bonds under Contract No. 4249. It was contracted on August 9, 1954 and completed on October 14, 1955. The project was later authorized as Interstate work and is now Federal-aid Project I-5-3(36)121. The Federal-aid participation was based on 50% Federal funds and 50% matching funds, which in Oregon becomes approximately 60% and 40% when the Federal lands are taken into consideration. With a total cost of $378,8[illegible], Federal funds in the amount of $231,179 were collected. The federal funds were from those authorized as Interstate following the 1956 Highway Act.

The southbound structure at Shady (Bridge No. 7713A) was built as part of Contract 6380. The contract was awarded on Jan. 30, 1964 and completed April 5, 1965. The project was authorized as Federal-aid Project I-5-3(59)121 in January 1964. The total cost of the project was $660,599 with $606,917.51 in Federal funds. Three structures in addition to the Shady Bridge were included. When the items for the Shady Bridge alone are totaled and the engineering is prorated, the cost of the southbound Shady Bridge alone is $497,326. Assuming the same participating cost as on the total contract, the Federal funds are $456,962.

ORIGINAL SIGNED BY
W. H. Tebeau
W. H. Tebeau
Assistant Program & Planning Engr.

JAR:dg

cc R. N. Chase
J. A. Rowland

RECEIVED
JUN 1 5 1966

FOR FILING

I-5-3(59)121

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6380

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 13, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: LRBacklund
L. R. Backlund
Administrative Manager

SUBJECT: Final Voucher
Federal Aid Project I-5-3(59)121

The claim on subject project is approved for payment in the amount of $5,470.66. Subsequent to submission of the final voucher, your Journal Voucher 56763 transferred $71.52 to non-participating costs. The deduction has been computed as indicated below:

Net Amount Claimed		$ 5,536.64
Amount to non-participating	$71.52	
Pro Rata	92.25%	
Net Amount Deducted		65.98
Net Amount Approved for Payment		$ 5,470.66

copy

REFERRED TO

By Asst. State Hwy. Engr.

orig to Marion

6-15-66

RECEIVED
JUN [illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 15 1965

FOR FILING
I-5-3(59)131

September 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re Federal-Aid Project Acceptance

Dear Sir:

Your May 4, 1965 endorsement noted that contract work on Contract No. 6383, Fairgrounds Road-Shady Section in Douglas County, Federal-Aid Project No. I-5-3(59)131 was satisfactory. The State Highway Commission authorized acceptance of the contract as of May 6, 1965.

Attached or listed below are data necessary for your acceptance of the project:

All participating work under State Force Order (including the establishment period) by State Forces, or others, completed April 23, 1965.

Contractor's wage certification is dated August 23, 1965.

Attachments are as follows.

Materials Report, PR-47 (3 copies)
Laboratory materials certification
Statements of underruns and overruns
Monthly Project Cost Report (X-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

VG:mo

cc: C. E. Maison
L. D. Merchant
R. N. Chase

RECEIVED
AUG 12 1965
FOR FILING

I-5-3(59)121

6380

August 11, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On May 7, 1965, we wrote to you concerning release of final payment on Contract No. 6380 awarded to Tom Lillebo Construction Company for structures and signing on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County.

Final payment on this contract is $17,878.26 and the total contract amount is $597,697.73, including $1,763.66 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Tom Lillebo Construction Company
Box 45
Reedsport, Oregon

Ward Cook-Rodgers Ins. Co
603 Panama Building
Portland 4, Oregon

C. H. Matson
Attn: John Herr

A

RECEIVED
JUN 18 1965

FOR FILING

I-5-3(59)121

6380

June 18, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Attached is a copy of a claim in the amount of $9,165.73 plus interest which has been filed with the Secretary of State by Maguire, Shields, Morrison, Bailey & Kester on behalf of Econolite, a Division of Tamar Electronics, Inc.

The claim states this is for supplies and materials furnished to F. E. Arbuckle, subcontractor, in connection with the Tom Lillebo Construction Company, Contract No. 6380, for structures and signing on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County.

The Secretary of State has informed us today that this claim was filed in his office on June 11, 1965, and was assigned his File No. 4129.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment
cc:

Ward Cook-Rodgers Insurance Company
603 Panama Building
Portland 4, Oregon

Maguire, Shields, Morrison,
Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland, Oregon 97205

Tom Lillebo Const. Co.
Box 45
Reedsport, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
Jan

TOM McCALL
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

June 16, 1965

COPY

Mr. Paul W. Jones
Maguire, Shields, Morrison, Dailey & Kester
723 Pittock Block
Portland, Oregon 97205

Re: Our Claim Files No. 4128, 4129, 4130
Hwy. Com. Contracts 6384, 6380, 6515
Claims by Econolite

Dear Mr. Jones:

This will acknowledge receipt of three letter-claims dated June 10, 1965, from you.

We have filed these claims as of June 11, 1965:

Our Claim File No. 4128 covers Highway Commission Contract No. 6384
" " " " 4129 " " " " " 6380
" " " " 4130 " " " " " 6515

Econolite, a division of Tamar Electronics, Inc., 8900 Bellanca Avenue, Los Angeles, is bringing the claim in each file mentioned above.

Sincerely,

TOM McCALL
Secretary of State
By:
Inger J. Henrikson
(Miss) Inger J. Henrikson
Elections and Public Records

IJH
cc: Highway Commission Secretary

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

June 10, 1965

Certified Mail
Return Receipt Requested

CEIVED
JUN 11 1965
OREGON
HIGHWAY COMMISSION

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Fairgrounds Road-Shady Section of Interstate 5, Douglas County - Contract No. 6380; Tom Lillebo Construction Co., principal and prime contractor; Federal Insurance Company, surety.

Dear Sirs:

This office has been retained by Econolite, a division of Tamar Electronics, Inc., located at 8900 Bellanca Avenue, Los Angeles, California, to take whatever action is necessary to prosecute the claim mentioned below.

Pursuant to ORS Chapter 279, notice hereby is given that Econolite, a division of Tamar Electronics, Inc., has a claim for supplies and materials furnished to F. E. Arbuckle, 5222 N.E. Sacramento, Portland, Oregon, a sub-contractor, for the prosecution of work on the above-noted project, in the sum of $9,165.73, together with interest thereon at the rate of 6% per annum from January 1, 1965, against the bond taken from Tom Lillebo Construction Co., as principal, and Federal Insurance Company, as surety, in connection with work on the above-noted project. The supplies and materials furnished related to the construction of highway signs and consisted of hinac coated aluminum extrusions, scotchlite, numerals and letters and other materials.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Paul W. Jones

Paul W. Jones

PWJ:vgr

R 17 1965
FOR

I-5 (59)

6 [illegible]

TOM LILLEBO CONSTRUCTION CO.

GENERAL CONTRACTORS
BRIDGE -:- BUILDING -:- HEAVY CONSTRUCTION

271 2147
130 East Railroad Avenue Post Office Box 45
REEDSPORT, OREGON 97467

June 14, 1965

Federal Insurance Company
c/o Ward Cook-Rodgers Insurance Co.
534 S. W. Third Avenue
Portland, Oregon 97204

Gentlemen:

Re: Econolite - Arbuckle

In reference to the letter you recently received from the law firm of Maguire, Shields, Morrison, Bailey & Kester about our subcontractor's (F. E. Arbuckle) account with Econolite, it appears that they are attempting to make us responsible for payment for material in addition to that supplied for the Fairgrounds Road-Shady Section of Interstate 5 which is the only project for which we have a sub-contract with F. E. Arbuckle.

Our payments have included two checks made jointly to Arbuckle and Econolite, one for $3,826.45 and one for $4,435.45. The latter was by our check dated May 4, 1965, and we understood that this completed payment in full for the materials on this project. Our check was marked plainly as being payment in full and this was accepted by Econolite and has cleared our bank. A copy of this check is attached.

We feel that neither you nor ourselves can be responsible for the debts of Arbuckle or anyone else on jobs other than those which are contracted with us, and we presume you will take appropriate action on this.

Thank you.

Yours very truly,

TOM LILLEBO CONSTRUCTION COMPANY

✓

Bill Lillebo, Sec.

Enc: Check.; cc: Sec. of State, Maguire, et al

RECEIVED
FEB 4 - 1965
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

January 28, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attn. Mr. Merchant

08-35.4-DB

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

by M. E. Martin, District Engineer

Oregon Project I-5-3(59)121
Fairgrounds Road - Shady Section
Pacific Highway (Contract No. 6380)
Structures and Signing

Reference is made to a letter dated January 26, 1965, from Mr. Ivan D. Merchant, requesting our approval of a proposed extension of contract time from 50 days to 90 days on the signing portion of the subject project.

The contractor's request is reportedly based on the fact that recent flooding of the South Umpqua River washed out the sites of three signposts and he cannot proceed until the damaged roadway is repaired.

In accordance with Article 1.8.6 (paragraph 3) of the special provisions of the contract, it is our belief that if this work has been closed down by the results of the recent flood or conditions connected therewith, workdays should not be charged until conditions are such that work can again proceed under this contract.

Unless there are extenuating circumstances not apparent to us at this time, we do not feel that a time extension is necessary inasmuch as the count of contract time is determined by project personnel from the conditions which exist on the project. Unavailability of the sites would preclude the contractor accomplishing work therein.

Original to Merchant } 2-3-65
Copy to Stephenson

6300

December 3, 1964

Conolite
[illegible] Bellanca Avenue
Los Angeles 45, California

Attention: L. A. [illegible]
Credit Manager

Gentlemen:

This is in reply to your letter of November 17, 1964, addressed to the [illegible] informing them that you have furnished material to [illegible] Arbuckle, subcontractor, on the Minnesota Freeway-South Unit and Fairgrounds Road-Shady Section Projects.

As requested we are attaching performance bonds covering the following contracts:

Contract No. [illegible] - Pacific Concrete Co., & Otis R. Johnson, Jr. for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

Contract No. [illegible] - Tom Lillebo Construction Co., for structures and signing on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County.

There is no charge for this material.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachments (2)

ECONOLITE
8900 Bellanca Ave., Los Angeles 45, Calif.
ORegon 8-5163

17 November 1964

City of Portland
City Hall
Portland, Oregon

Attention: Construction Engineer

Subject: F. E. Arbuckle
5222 N.E. Sacramento
Portland, Oregon

#6384 #6380
Project: Minnesota Freeway - South Unit, Fairground Road - Shady Section

Gentlemen:

Econolite is supplying Contractor F. E. Arbuckle material for the above jobs.

We understand that for a nominal fee we can obtain a copy of the bond posted. We hereby request a photocopy of the bond, also the acceptance date of the completed job. We will accept the charges involved.

Thank you for your cooperation in this matter.

Very truly yours,

ECONOLITE
A Division of Tamar Electronics, Inc.

L. A. Dietzel
Credit Manager

LAD:st

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 3(59)121 5-2	PR-2 (2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 4-22-64	COUNTY Douglas
PROJECT REPORT NO. 6		PROJECT NO. I-5-3(59)121

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 One mi. S. Roseburg to Shady Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-64	3.439
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 676,100.00	$ 621,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Sloan

ASSISTANT State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By A. W. Parsons~~
(Division Engineer)

By: L. E. Backlund, Administrative Mgr.

Date executed by Division Engineer April 22, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(59)121

FAIRGROUNDS ROAD-SHADY SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 17, 1964

Type Code X221
Garbage Dump Road O'xing (Widening) (Br. #7711A)
(Sta. 2682+35.08 to Sta. 2683+95.08) (Contract 6380)

Modify Br. #7711A and Provide for Traffic	All Req.		$ 2,785.00
Shoring, Cribbing, etc.	All Req. (44%)		2,596.00
Structural Excavation	170 cu.yd.	$ 5.00	850.00
Structural Excavation Below Elevation Shown	20 cu.yd.	15.00	300.00
Furnish 10" BP 42# Steel Piling	225 lin.ft.	4.20	945.00
Drive Steel Piles	9 only	100.00	900.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (325 cu.yd.)	All Req. (3[illegible]%)		22,400.00
Metal Reinforcement (96,000 lb.)	All Req. (33%)		11,715.00
8-inch Metal Drain Pipe	50 lin.ft.	3.50	175.00
			$ 42,746.00

Type Code X221
Oakland-Shady Hwy. O'xing (Widening) Br. #7714A)
(Sta. LS 2746+03.14 to Sta. LS 2748+[illegible]2.44) (Contract 6380)

Modify Br. #7714A and Provide for Traffic	All Req.		$ 4,400.00
Shoring, Cribbing, etc.	All Req. (25%)		1,475.00
Structural Excavation	390 cu.yd.	$ 5.00	1,950.00
Structural Excavation Below Elevation Shown	30 cu.yd.	15.00	450.00
Furnish 10" BP 42# Steel Piling	180 lin.ft.	4.20	756.00
Drive Steel Piles	6 only	100.00	600.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (584 cu.yd.)	All Req. (57%)		39,900.00
Metal Reinforcement (176,130 lb.)	All Req. (60%)		21,300.00
Preparation of Slopes	380 sq.yd.	1.50	570.00
Concrete Slab Riprap	380 sq.yd.	7.00	2,660.00
8-inch Metal Drain Pipe	90 lin.ft.	3.50	315.00
			$ 74,456.00

Type Code X220
Speedway Road O'xing (Widening) Br. #7804A)
Sta. 2770+33 to Sta. 2771+43) (Contract 6380)

Modify Br. #7804A and Provide for Traffic	All Req.		$ 5,200.00
Shoring, Cribbing, etc.	All Req. (31%)		1,829.00
Structural Excavation	40 cu.yd.	$ 5.00	200.00
Structural Excavation Below Elevation Shown	10 cu.yd.	15.00	150.00
Furnish 10" BP 42# Steel Piling	140 lin.ft.	4.20	588.00
Drive Steel Piles	4 only	100.00	400.00
Splice Steel Piles	1 only	40.00	40.00
Class "A" Concrete (110 cu.yd.)	All Req. (11%)		7,700.00
Metal Reinforcement (22,370 lb.)	All Req. (7%)		2,485.00
Preparation of Slopes	120 sq.yd.	1.50	180.00
Concrete Slab Riprap	120 sq.yd.	7.00	840.00
3-inch Metal Drain Pipe	60 lin.ft.	3.50	210.00
			$ 19,822.00

Type Code X971
Shady Bridge (Br. #7713A) Sta. 2734+34.56 to Sta. 2744+08.42) Contract 6280)

Shoring, Cribbing, etc.	All Req.		$ 26,000.00
Structural Excavation	1,900 cu.yd.	$ 4.50	8,550.00
Structural Excavation Below Elevation Shown	200 cu.yd.	15.00	3,000.00
Furnish 10" BP 42# Steel Piling	520 lin.ft.	4.20	2,184.00
Drive Steel Piles	17 only	100.00	1,700.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (2,138 cu.yd.)	All Req.		151,000.00
35' to 40' Type III Prestressed Beams	1 only	850.00	850.00
40' to 45' Type III Prestressed Beams	2 only	900.00	1,800.00
45' to 50' Type III Prestressed Beams	1 only	1,000.00	1,000.00
55' to 60' Type III Prestressed Beams	5 only	1,050.00	5,250.00
60' to 65' Type III Prestressed Beams	30 only	1,130.00	33,900.00
65' to 70' Type III Prestressed Beams	1 only	1,175.00	1,175.00
80' to 85' Type III Prestressed Beams	5 only	1,460.00	7,300.00
Metal Reinforcement (426,800 lb.)	All Req.		51,100.00

Structural Steel Carbon 323,500 lb.) Low Alloy 191,300 lb.)	All Req.		$137,000.00
Metal Parapet Railing	1,948 lin.ft.	$ 4.00	7,792.00
8-inch Metal Drain Pipe	90 lin.ft.	3.50	315.00
-inch Standard Steel Pipe	30 lin.ft.	14.00	420.00
			$440,496.00

Utilities		
Work by Southern Pacific Co.	All Req.	$ 3,472.00
Work by Western Union Tel. Co.	All Req.	6,173.00
		$ 9,645.00

Subtotal	$587,165.00
10% Engr. & Cont.	58,716.00
Total	$645,881.00

Type Code Y002
Signing Sta. 2623+90 to Sta. 2805+50) Contract 5380)

Removal of Existing Sign Installations	All Req.		$ 175.00
Furnish 8" BP 36# Steel Piling	162 lin.ft.	$ 4.15	672.30
Drive Steel Piles	13 only	91.35	1,187.55
Sign Support Footings	All Req.		1,616.50
Metal Sign Posts	All Req.		886.20
Sign Bridges	All Req.		2,792.60
Single Sign Supports	All Req.		2,249.30
Structure Mounts	All Req.		80.70
Wood Sign Posts	All Req.		978.40
Overhead Sign Illumination Equipment	All Req.		1,879.50
Type "A" and "B" Signs in Place	2,449 sq.ft.	4.78	11,706.22
Type "C", "D" and "R" Signs in Place	596 sq.ft.	3.26	1,942.96
Type "E", "F", "G" and "M" Signs in Place	157 sq.ft.	3.42	536.94
Type "P" Signs in Place	63 sq.ft.	4.26	268.38
			$ 26,972.55
Flagging (57 % of Contractor's Cost)	All Req.		$ 500.00

Subtotal	$ 27,472.55
10% Engr. & Cont.	2,746.45
Total	$ 30,219.00

Length of Signing - - - - - -	3.176 Miles
Length of 4 Structures- - - -	0.263 Mile
Length of 1 Structure - - - -	0.000 Mile (Exception)
Total Length- - - - - - - - - -	3.439 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$645,881.00	$594,000.00	$51,881.00
Signing	30,219.00	27,000.00	3,219.00
	$676,100.00	$621,000.00	$55,100.00

State Funds for Const. Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

FAIRGROUNDS ROAD-SHADY SECTION

PROJECT NO. I-5-3 (5)121

Estimated cost of work by Southern Pacific Company.

Signal Work	$1,615.00	
Communication Work	[illegible]2.00	
Telltales	600.00	
Equipment Rental	115.00	
Freight	105.00	
Material Handling	43.00	
Vacation Allowance	68.00	
Holiday Pay	77.00	
Health & Welfare	144.00	
R.R. Ret. & Unemp. Taxes	360.00	
Comp., PL & PD Ins.	96.00	
Accounting and Billing	205.00	
Contingencies	432.00	
Salvage Credit	-1,780.00	Cr.
	$3,472.00	

Estimated cost of work by Western Union Tel. Co.

Labor	$4,555.00	
Materials	1,291.00	
Equipment	451.00	
Miscellaneous	55.00	
Salvage Credit	- 179.00	Cr.
	$6,173.00	

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(59)121

FAIRGROUNDS ROAD-SHADY SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 23, 1964

Type Code X221
Garbage Dump Road O'xing (Widening)(Br. #7711A)(Sta. 2682+85.08 to Sta. 2683+95.08)

Modify Br. #7711A and Provide for Traffic	All Req.		$ 3,500.00
Shoring, Cribbing, etc.	All Req. (44%)		3,500.00
Structural Excavation	170 cu.yd.	$ 7.50	1,275.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10" BP 42# Steel Piling	225 lin.ft.	5.00	1,125.00
Drive Steel Piles	9 only	70.00	630.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (325 cu.yd. $80.00)	All Req. (32%)		26,000.00
Metal Reinforcement (96,000 lb. $0.125)	All Req. (33%)		12,000.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 48,510.00

Type Code X221
Oakland-Shady Hwy. O'xing (Widening)(Br. #7714A)(Sta. LS 2746+03.14 to Sta. LS 2748+24.44)

Modify Br. #7714A and Provide for Traffic	All Req.		$ 2,000.00
Shoring, Cribbing, etc.	All Req. (25%)		2,000.00
Structural Excavation	390 cu.yd.	$ 7.50	2,925.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish 10" BP 42# Steel Piling	180 lin.ft.	5.00	900.00
Drive Steel Piles	6 only	70.00	420.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (584 cu.yd. $80.00)	All Req. (57%)		46,720.00
Metal Reinforcement (176,130 lb. $0.125)	All Req. (60%)		22,016.25
Preparation of Slopes	380 sq.yd.	1.50	570.00
Concrete Slab Riprap	380 sq.yd.	7.50	2,850.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$ 81,141.25

Type Code X220
Speedway Road O'xing (Widening)(Br. #7804A)(Sta. 2770+33 to Sta. 2771+43)

Modify Br. #7804A and Provide for Traffic	All Req.		$ 1,500.00
Shoring, Cribbing, etc.	All Req. (31%)		2,500.00
Structural Excavation	40 cu.yd.	$ 7.50	300.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00	100.00
Furnish 10" BP 42# Steel Piling	140 lin.ft.	5.00	700.00
Drive Steel Piles	4 only	70.00	280.00
Splice Steel Piles	1 only	40.00	40.00
Class "A" Concrete (110 cu.yd. $80.00)	All Req. (11%)		8,800.00
Metal Reinforcement (22,370 lb. $0.125)	All Req. (7%)		2,796.25
Preparation of Slopes	120 sq.yd.	1.50	180.00
Concrete Slab Riprap	120 sq.yd.	7.50	900.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$ 18,336.25

Type Code X971
Shady Bridge (Br. #7713A)(Sta. 2734+34.58 to Sta. 2744+08.42)

Shoring, Cribbing, etc.	All Req.		$ 25,000.00
Structural Excavation	1,900 cu.yd.	$ 6.00	11,400.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Furnish 10" BP 42# Steel Piling	520 lin.ft.	5.00	2,600.00
Drive Steel Piles	17 only	70.00	1,190.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (2,138 cu.yd. $75.00)	All Req.		160,350.00
35' to 40' Type III Prestressed Beams	1 only	600.00	600.00
40' to 45' Type III Prestressed Beams	2 only	700.00	1,400.00
45' to 50' Type III Prestressed Beams	1 only	800.00	800.00
55' to 60' Type III Prestressed Beams	5 only	1,050.00	5,250.00
60' to 65' Type III Prestressed Beams	30 only	1,200.00	36,000.00
65' to 70' Type III Prestressed Beams	1 only	1,350.00	1,350.00
80' to 85' Type III Prestressed Beams	5 only	1,750.00	8,750.00

Metal Reinforcement (426,800 lb. $0.125)	All Req.		$ 53,350.00
Structural Steel (Carbon 323,500 lb. $0.25)(Low Alloy 191,300 lb. $0.26)	All Req.		130,613.00
Metal Parapet Railing	1,948 lin.ft.	$ 5.50	10,714.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
6-inch Standard Steel Pipe	30 lin.ft.	15.00	450.00
			$452,337.00

Utilities

Work by Southern Pacific Co.	$ 3,472.00
Work by Western Union Tel. Co.	6,173.00
	$ 9,645.00

Subtotal	$609,969.50
10% Engr. & Cont.	60,996.50
Total	$670,966.00

Type Code Y002
Signing (Sta. 2623+90 to Sta. 2805+50)

Removal of Existing Sign Installations	All Req.		$ 750.00
Furnish 8" BP 36# Steel Piling	162 lin.ft.	$ 5.50	891.00
Drive Steel Piles	13 only	75.00	975.00
Sign Support Footings	All Req.		2,100.00
Metal Sign Posts	All Req.		1,015.00
Sign Bridges	All Req.		4,000.00
Single Sign Supports	All Req.		5,050.00
Structure Mounts	All Req.		140.00
Wood Sign Posts	All Req.		1,450.00
Overhead Sign Illumination Equipment	All Req.		2,000.00
Type "A" and "B" Signs in Place	2,449 sq.ft.	6.30	15,428.70
Type "C", "D" and "R" Signs in Place	596 sq.ft.	3.65	2,175.40
Type "E", "F", "G" and "M" Signs in Place	157 sq.ft.	3.80	596.60
Type "P" Signs in Place	63 sq.ft.	5.00	315.00
			$ 36,886.70
Flagging (57½% of Contractor's Cost)	All Req.		$ 500.00

Subtotal	$ 37,386.70
10% Engr. & Cont.	3,738.30
Total	$ 41,125.00

Length of Signing - - - - - - - - 3.176 Miles
Length of 4 Structures- - - - - - 0.263 Mile
Length of 1 Structure - - - - - - 0.000 Mile (Exception)
Total Length- - - - - - - - - - - 3.439 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$670,966.00	$616,000.00	$54,966.00
Signing	41,125.00	37,000.00	4,125.00
	$712,091.00	$653,000.00	$59,091.00

FAIRGROUNDS ROAD-SHADY SECTION

PROJECT NO. I-5-3(59)121

Estimated cost of work by Southern Pacific Company.

Signal Work	$1,615.00
Communication Work	992.00
Telltales	600.00
Equipment Rental	115.00
Freight	105.00
Material Handling	93.00
Vacation Allowance	68.00
Holiday Pay	27.00
Health and Welfare	144.00
R.R. Ret. and Unemp. Taxes	260.00
Comp., Pl. & Pd. Ins.	96.00
Accounting and Billing	205.00
Contingencies	432.00
Salvage Credit	-1,280.00 Cr.
	$3,472.00

Estimated cost of work by Western Union Tel. Co.

Labor	$4,555.00
Materials	1,281.00
Equipment	461.00
Miscellaneous	55.00
Salvage Credit	- 179.00 Cr.
	$6,173.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3([illegible])127

FAIRGROUNDS ROAD-SHADY SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. [illegible] as a basis for project agreement.)

Salem, Oregon, January 22, 1964

Type Code X22[illegible]
Garbage Dump Road O'Xing (Widening)(Br. #[illegible]A)(Sta. [illegible]+55.08 to Sta. [illegible].08)

Modify Br. #77[illegible]A and Provide for Traffic	All Required		$ 1,500.00
Shoring, Cribbing, etc.	All Required ([illegible]%)		2,500.00
Structural Excavation	170 cu.yd.	$ 7.50	1,2[illegible].00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10" BP 42# Steel Piling	225 lin.ft.	5.00	1,125.00
Drive Steel Piles	9 only	70.00	630.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (325 cu.yd. $80.00)	All Required ([illegible]%)		26,000.00
Metal Reinforcement (96,000 lbs. $0.125)	All Required ([illegible]%)		12,000.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$[illegible],5[illegible]0.00

Type Code X221
Oakland-Shady Hwy. O'Xing (Widening)(Br. #7714A)(Sta. LS 274[illegible]+03.14 to Sta. LS 274[illegible]+24.12)

Modify Br. #7714A and Provide for Traffic	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required (25%)		2,000.00
Structural Excavation	390 cu.yd.	$ 7.50	2,925.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish 10" BP 42# Steel Piling	180 lin.ft.	5.00	900.00
Drive Steel Piles	6 only	70.00	420.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (584 cu.yd. $80.00)	All Required (57%)		46,720.00
Metal Reinforcement (176,130 lb. $0.125)	All Required (68%)		22,016.25
Preparation of Slopes	300 sq.yd.	1.50	[illegible]
Concrete Slab Riprap	[illegible] sq.yd.	7.50	2,[illegible].00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	[illegible].00
			$81,[illegible].25

Type Code X220
Speedway Road O'Xing (Widening)(Br. #7804A)(Sta. [illegible]70+[illegible] to Sta. [illegible])

Modify Br. #7804A and Provide for Traffic	All Required		$ 1,500.00

Shoring, Cribbing, etc.	All Required (31%)		$ 2,500.00
Structural Excavation	40 cu.yd.	$ 7.50	300.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00	100.00
Furnish 10" BP 42# Steel Piling	140 lin.ft.	5.00	700.00
Drive Steel Piles	4 only	70.00	280.00
Splice Steel Piles	1 only	40.00	40.00
Class "A" Concrete (110 cu.yds. $80.00)	All Required (11%)		8,800.00
Metal Reinforcement (22,370 lb. $0.125)	All Required (7%)		2,796.25
Preparation of Slopes	120 sq.yd.	1.50	180.00
Concrete Slab Riprap	120 sq.yd.	7.50	900.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$18,336.25

Type Code X971
Shady Bridge (Br. #7713A)(Sta. 2734+34.58 to Sta. 2744+08.42)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	1,900 cu.yd.	$ 6.00	11,400.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Furnish 10" BP 42# Steel Piling	520 lin.ft.	5.00	2,600.00
Drive Steel Piles	17 only	70.00	1,190.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (2,135 cu.yd. $75.00)	All Required		160,125.00
35' to 40' Type III Prestressed Beams	1 only	600.00	600.00
40' to 45' Type III Prestressed Beams	2 only	700.00	1,400.00
45' to 50' Type III Prestressed Beams	1 only	800.00	800.00
55' to 60' Type III Prestressed Beams	8 only	1,050.00	8,400.00
60' to 65' Type III Prestressed Beams	25 only	1,200.00	30,000.00
65' to 70' Type III Prestressed Beams	2 only	1,350.00	2,700.00
70' to 75' Type III Prestressed Beams	1 only	1,530.00	1,530.00
80' to 85' Type III Prestressed Beams	5 only	1,750.00	8,750.00
Metal Reinforcement (426,000 lb. $0.125)	All Required		53,250.00
Structural Steel (Carbon 323,500 lb. $0.25 Low Alloy 191,300 lb. $0.26)	All Required		130,613.00
Metal Parapet Railing	1,948 lin.ft.	5.50	10,714.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
6-inch Standard Steel Pipe	30 lin.ft.	15.00	450.00
			$452,042.00

Utilities

Work by Southern Pacific Co.	$ 3,472.00
Work by Western Union Tel. Co.	6,173.00
	$ 9,645.00

Subtotal	$609,674.50
10% Engr. & Cont.	60,966.50
Total	$670,641.00

Type Code Y002
Signing (Sta. 2623+90 to Sta. 2805+50)

Removal of Existing Sign Installations	All	Required		$ 750.00
Furnish 8" BP 36# Steel Piling	162	lin.ft.	$ 5.50	891.00
Drive Steel Piles	13	only	75.00	975.00
Sign Support Footings	All	Required		2,100.00
Metal Sign Posts	All	Required		1,015.00
Sign Bridges	All	Required		4,000.00
Single Sign Supports	All	Required		5,050.00
Structure Mounts	All	Required		140.00
Wood Sign Posts	All	Required		1,450.00
Overhead Sign Illumination Equipment	All	Required		2,000.00
Type "A" and "B" Signs in Place	2,449	sq.ft.	6.30	15,428.70
Type "C" "D" and "R" Signs in Place	596	sq.ft.	3.65	2,175.40
Type "E" "F" "G" and "M" Signs in Place	157	sq.ft.	3.80	596.60
Type "P" Signs in Place	63	sq.ft.	5.00	315.00
				$36,886.70
Flagging (57½% of Contractor's Cost)	All	Required		$ 500.00
		Subtotal		$37,386.70
		10% Engr. & Cont.		3,738.30
				$41,125.00

Length of Signing - - - - - - - - - - - - -3.176 miles
Length of 4 structures- - - - - - - - - - -0.263 miles
Length of 1 structure - - - - - - - - - - -0.000 miles (Exception)
Total Length- - - - - - - - - - - - - - - -3.439 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$670,641.00	$616,000.00	$54,641.00
Signing	41,125.00	37,000.00	4,125.00
	$711,766.00	$653,000.00	$58,766.00

FAIRGROUNDS ROAD - SHADY SECTION

Project No. I-5-3(59)121

Estimated Cost of Work by Southern Pacific Company:

Signal Work	$1,615.00
Communication Work	992.00
Telltales	600.00
Equipment Rental	115.00
Freight	105.00
Material Handling	93.00
Vacation Allowance	68.00
Holiday Pay	27.00
Health & Welfare	144.00
R.R. Ret. & Unemp. Taxes	260.00
Comp. Pl. & Pd. Ins.	96.00
Accounting and Billing	205.00
Contingencies	432.00
Salvage Credit	- 1,280.00 Cr.
	$3,472.00

Estimated Cost of Work by Western Union Tel. Co.:

Labor	$4,555.00
Materials	1,281.00
Equipment	461.00
Miscellaneous	55.00
Salvage Credit	- 179.00 Cr.
	$6,173.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(59)1[illegible]1

FAIRGROUNDS ROAD-SHADY SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 31, 1963

Type Code X[illegible]1
Garbage Dump Road O'xing (Widening)(Br. #771[illegible]A)(Sta. [illegible]682+85.08 to Sta. [illegible]683+95.08)

Modify Br. #771[illegible]A and Provide for Traffic	All	Req.		$ 3,500.00
Shoring, Cribbing, etc.	All	Req. ([illegible]%)		3,500.00
Structural Excavation	170	cu.yd.	$ 7.50	1,[illegible]5.00
Structural Excavation Below Elevation Shown	20	cu.yd.	10.00	[illegible]00.00
Furnish 10" BP 4[illegible]# Steel Piling	[illegible]25	lin.ft.	5.00	1,[illegible]25.00
Drive Steel Piles	[illegible]	only	70.00	630.00
Splice Steel Piles	[illegible]	only	40.00	80.00
Class "A" Concrete (3[illegible]5 cu.yd. $80.00)	All	Req. (3[illegible]%)		[illegible]6,000.00
Metal Reinforcement (96,000 lb. $0.1[illegible]5)	All	Req. (33%)		12,000.00
8-inch Metal Drain Pipe	50	lin.ft.	[illegible].00	[illegible]00.00
				$ [illegible]8,510.00

Type Code X[illegible]21
Oakland-Shady Hwy. O'xing (Widening)(Br. #[illegible]714A)(Sta. L[illegible] [illegible]6+03.14 to Sta. LS 2748+24.4[illegible])

Modify Br. #7714A and Provide for Traffic	All	Req.		$ [illegible],000.00
Shoring, Cribbing, etc.	All	Req. ([illegible]5%)		[illegible],000.00
Structural Excavation	390	cu.yd.	$ [illegible].50	[illegible],[illegible]5.00
Structural Excavation Below Elevation Shown	30	cu.yd.	10.00	300.00
Furnish 10" BP 4[illegible]# Steel Piling	180	lin.ft.	5.00	900.00
Drive Steel Piles	[illegible]	only	70.00	[illegible]
Splice Steel Piles	[illegible]	only	[illegible].00	80.00
Class "A" Concrete (584 cu.yd. $[illegible].00)	All	Req. ([illegible]%)		[illegible]6,7[illegible]
Metal Reinforcement (176,[illegible]30 lb. $0.1[illegible]5)	All	Req. (60%)		2[illegible],01[illegible].[illegible]5
Preparation of Slopes	38[illegible]	sq.yd.	1.5[illegible]	570.00
Concrete Slab Riprap	38[illegible]	sq.yd.	[illegible].50	[illegible],850.00
8-inch Metal Drain Pipe	90	lin.ft.	[illegible]	360.00
				$ 81,[illegible]1[illegible]5

Type Code X220
Speedway Road O'xing (Widening)(Br. #780[illegible]A)(Sta. [illegible]0+33 to Sta. [illegible]1+43)

Modify Br. #780[illegible]A and Provide for Traffic	All	Req.		$ 1,500.00
Shoring, Cribbing, etc.	All	Req. (31%)		2,500.00

Structural Excavation	40	cu.yd.	$ 7.50	$ 300.00
Structural Excavation Below Elevation Shown	10	cu.yd.	10.00	100.00
Furnish 10" BP 42# Steel Piling	140	lin.ft.	5.00	700.00
Drive Steel Piles	4	only	70.00	280.00
Splice Steel Piles	1	only	40.00	40.00
Class "A" Concrete (110 cu.yd. $80.00)	All	Req. (11%)		8,800.00
Metal Reinforcement (22,370 lb. $0.125)	All	Req. (7%)		2,796.25
Preparation of Slopes	120	sq.yd.	1.50	180.00
Concrete Slab Riprap	120	sq.yd.	7.50	900.00
8-inch Metal Drain Pipe	60	lin.ft.	4.00	240.00
				$ 18,336.25

Type Code X971
Shady Bridge (Br. #7713A)(Sta. [illegible]73[illegible]+3[illegible].58 to Sta. [illegible]7[illegible]+08.4[illegible])

Shoring, Cribbing, etc.	All	Req.		$ 25,000.00
Structural Excavation	1,900	cu.yd.	$ 6.00	11,400.00
Structural Excavation Below Elevation Shown	200	cu.yd.	10.00	2,000.00
Furnish 10" BP 42# Steel Piling	520	lin.ft.	5.00	2,600.00
Drive Steel Piles	17	only	70.00	1,190.00
Splice Steel Piles	4	only	40.00	160.00
Class "A" Concrete (2,135 cu.yd. $75.00)	All	Req.		160,125.00
35' to 40' Type III Prestressed Beams	1	only	600.00	600.00
40' to 45' Type III Prestressed Beams	2	only	700.00	1,400.00
45' to 50' Type III Prestressed Beams	1	only	800.00	800.00
55' to 60' Type III Prestressed Beams	8	only	1,050.00	8,400.00
60' to 65' Type III Prestressed Beams	25	only	1,200.00	30,000.00
65' to 70' Type III Prestressed Beams	2	only	1,350.00	2,700.00
70' to 75' Type III Prestressed Beams	1	only	1,530.00	1,530.00
80' to 85' Type III Prestressed Beams	5	only	1,750.00	8,750.00
Metal Reinforcement (426,000 lb. $0.125)	All	Req.		53,250.00
Structural Steel (Carbon 323,500 lb. $0.25) (Low Alloy 191,300 lb. $0.26)	All	Req.		130,613.00
Metal Parapet Railing	1,948	lin.ft.	5.50	10,714.00
8-inch Metal Drain Pipe	90	lin.ft.	4.00	360.00
6-inch Standard Steel Pipe	30	lin.ft.	15.00	450.00
				$452,042.00

Utilities

Work by Southern Pacific Co.	$ 3,[illegible]7[illegible].00
Work by Western Union Tel. Co.	6,[illegible]73.00
	$ 9,6[illegible]5.00

Subtotal	$609,674.50
10% Engr. & Cont.	60,966.50
Total	$670,641.00

Structural Excavation	40 cu.yd.	$ 7.50	$ 300.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00	100.00
Furnish 10" BP 42# Steel Piling	140 lin.ft.	5.00	700.00
Drive Steel Piles	4 only	70.00	280.00
Splice Steel Piles	1 only	40.00	40.00
Class "A" Concrete (110 cu.yd. $80.00)	All Req. (11%)		8,800.00
Metal Reinforcement (22,370 lb. $0.125)	All Req. (7%)		2,796.25
Preparation of Slopes	120 sq.yd.	1.50	180.00
Concrete Slab Riprap	120 sq.yd.	7.50	900.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$ 18,336.25

Type Code X971

Shady Bridge (Br. #7713A) (Sta. [illegible]73[illegible]+3[illegible].58 to Sta. [illegible]+08.4[illegible])

Shoring, Cribbing, etc.	All Req.		$ 25,000.00
Structural Excavation	1,900 cu.yd.	$ 6.00	11,400.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Furnish 10" BP 42# Steel Piling	520 lin.ft.	5.00	2,600.00
Drive Steel Piles	17 only	70.00	1,190.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (2,135 cu.yd. $75.00)	All Req.		160,125.00
35' to 40' Type III Prestressed Beams	1 only	600.00	600.00
40' to 45' Type III Prestressed Beams	2 only	700.00	1,400.00
45' to 50' Type III Prestressed Beams	1 only	800.00	800.00
55' to 60' Type III Prestressed Beams	8 only	1,050.00	8,400.00
60' to 65' Type III Prestressed Beams	25 only	1,200.00	30,000.00
65' to 70' Type III Prestressed Beams	2 only	1,350.00	2,700.00
70' to 75' Type III Prestressed Beams	1 only	1,530.00	1,530.00
80' to 85' Type III Prestressed Beams	5 only	1,750.00	8,750.00
Metal Reinforcement (426,000 lb. $0.125)	All Req.		53,250.00
Structural Steel (Carbon 323,500 lb. $0.25) (Low Alloy 191,300 lb. $0.26)	All Req.		130,613.00
Metal Parapet Railing	1,948 lin.ft.	5.50	10,714.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
6-inch Standard Steel Pipe	30 lin.ft.	15.00	450.00
			$452,042.00

Utilities

Work by Southern Pacific Co.	$ 3,472.00
Work by Western Union Tel. Co.	6,173.00
	$ 9,645.00

Subtotal	$609,674.50
10% Engr. & Cont.	60,966.50
Total	$670,641.00

Type Code Y002
Signing (Sta. 2623+90 to Sta. 2805+50)

Removal of Existing Sign Installations	All Req.		$ 750.00
Furnish 8" BP 36# Steel Piling	162 lin.ft.	$ 5.50	891.00
Drive Steel Piles	13 only	75.00	975.00
Sign Support Footings	All Req.		1,800.00
Metal Sign Posts	All Req.		1,015.00
Butterfly Sign Structure	All Req.		3,500.00
Single Sign Supports	All Req.		5,050.00
Structure Mounts	All Req.		1[illegible]0.00
Wood Sign Posts	All Req.		1,[illegible]50.00
Overhead Sign Illumination Equipment	All Req.		2,000.00
Type "A" and "B" Signs in Place	2,449 sq.ft.	6.30	15,428.70
Type "C", "D" and "R" Signs in Place	596 sq.ft.	3.65	2,175.40
Type "E", "F", "G" and "M" Signs in Place	157 sq.ft.	3.80	596.60
Type "P" Signs in Place	63 sq.ft.	5.00	315.00
			$ 36,106.70
Flagging (57½% of Contractor's Cost)	All Req.		$ 500.00
	Subtotal		$ 36,606.70
	10% Engr. & Cont.		3,660.30
	Total		$ 40,267.00

Length of Signing - - - - - - - - - 3.176 Miles
Length of 4 Structures- - - - - - 0.263 Mile
Length of 1 Structure - - - - - - 0.000 Mile (Exception)
Total Length- - - - - - - - - - - - 3.439 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$670,641.00	$616,[illegible]	$5[illegible],[illegible]41.00
Signing	40,267.00	37,[illegible]	3,[illegible]67.00
	$710,908.00	$653,[illegible]	$57,9[illegible]8.00

FAIRGROUNDS ROAD-SHADY SECTION

Project No. I-5-3(59)1.1

Estimated cost of work by Southern Pacific Company.

Signal Work	$1,615.00
Communication work	[illegible]
Telltales	[illegible]
Equipment Rental	[illegible]
Freight	[illegible]
Material Handling	[illegible]
Vacation Allowance	[illegible]
Holiday Pay	[illegible]
Health and Welfare	[illegible]
RR Ret. and Unemp. Taxes	[illegible]
Comp., Pl & Pd Ins.	[illegible]
Accounting and Billing	[illegible]
Contingencies	[illegible]
Salvage Credit	-[illegible] Cr.
	$3,[illegible]

Estimated cost of work by Western Union Tel. Co.

Labor	$[illegible],555.00
Materials	1,[illegible]81.00
Equipment	[illegible]61.00
Miscellaneous	55.00
Salvage Credit	- 179.00 Cr.
	$6,173.00

RECEIVED
MAY 4 - 1964
FOR FILING

Form E-108—5M

STATE COPY

APPROVED
Contingent upon modification of [illegible]
Date APR 10 1964 M. E. Martin
Title Div. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fairgrounds Rd. - Shady Structures
Highway Pacific
County Douglas
Contractor Tom Lillebo Construction Co.
Address P.O. Box 45 Reedsport, Oregon

Date April 14, 1964
Contract No. 6380
Prefix 610-1094
F. A. Project No. I-5-3(59)121
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Erect two (2) tell-tale structures over Oakland-Shady Highway to indicate approach of impaired vertical clearance due to falsework for Span 2 Bridge No. 7714A. Structures will be of light timber construction, and will support signs, and state installed flasher, and lights.

1. Maximum equipment rates allowable per A.G.C.& State Agreement.
2. Percentage allowed contractor is in accord with executed Contract for this job.

Location by station numbers:

"Ls" Sta. 2746 + 93
"OS" Sta. 1390 + 00 and "OS" Sta. 1396 + 00

Estimate of quantities and cost:

Labor	$500
Equipment Rentals	100
Materials	100
Total Estimated Cost Incl. Percent	$ 700

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Since there are presently PUC permits out for overheight loads in excess of 14' 0", and the contract permits a minimum of 14' 0" vert. clearance, the tell-tales were considered necessary to forewarn these trucks, and protect the interests of the State.
Work was started on April 13, 1964 on the telephone authority of Ivan D. Merchant, Bridge Engineer

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 712,628.49
Present estimate of project cost, including $ 700 for work under this order	$ 685,099.35
Expected under-run ~~over-run~~ amount	$ 27,529.14
Expected under-run ~~over-run~~ per cent	3.86%

Space to right of this line is for use of Salem Office

LISTED D. P. SHAW

Submitted by: James J. [illegible]
Resident Engineer

Approval Recommended: Ivan D. Merchant
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved M. [illegible]
~~Deputy State Highway Engineer,~~
Assistant State Highway Engineer ~~or Office Engineer.~~

State Printing

RECEIVED
MAR 16 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 11, 1964

Original sig
T. Dec
Eng. Coordir.

T. Dec, Assistant Division Engineer
08-35.EC Salem, Oregon

Oregon Project I-5-3(59)121
Fairground Road-Shady Section
Western Union Telegraph Co. Utility Adjustment

We wish to clarify information relative to authorization date contained in our memorandums of March 9, and February 10, 1964, subject as above.

Verbal authorization to proceed with actual adjustment of utility was given effective January 31, 1964 and confirmation stated in the February 10 memorandum. The next to last sentence of our March 9 memorandum should be deleted in view of previous authorization issued. Authorization date for proceeding with actual adjustment stands as January 31, 1964.

original To Young
3-16-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 16 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 9, 1964

Original signed by
M. E. Martin
Dist. Engineer

By:

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DB

M. E. Martin
District Engineer

Oregon Project I-5-3(59)121, Fairgrounds Road-Shady Section
Western Union Telegraph Company Utility Adjustment

Our memorandum dated January 7, 1964 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated January 14, 1964, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated May 9, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated January 30, 1964.

Information provided in the letter from Western Union Telegraph Company, dated February 26, 1964, is considered adequate justification for performing the work in two steps as proposed; that is providing a temporary underground installation during construction and ultimately returning to an open wire system.

Our program memorandum dated January 6, 1964 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-3 dated August 15, 1955 and supplements thereto.

LLOYD [illegible] SHAW

original To Young
3-16-64

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MAR 5 - 1964
FOR FILING

LAW OFFICES
STULTS, JAYNE & MURPHY
416 S. E. MAIN STREET
P. O. BOX 218
ROSEBURG, OREGON
673-5528

ROBERT M. STULTS
WILLIAM JAYNE
EDWARD M. MURPHY

REEDSPORT, OREGON
P. O. BOX 166
CR 1-2231

Reedsport, Oregon
March 4, 1964

Contract #6380

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Tom Lillebo Construction Company

Dear Mr. Query:

Please find enclosed herewith two copies of the resolution passed by Tom Lillebo Construction Company on March 2, 1964, in regards to the authority of various individuals of Tom Lillebo Construction Company to execute contracts on behalf of said company.

I was under the impression that we had this matter clarified with the Highway Commission as set forth in your letter of January 28, 1963 concerning Highway contract No. 6130. However to avoid any further confusion in this matter the company passed a resolution.

I hope that with this resolution the matter will be of no further question and will be taken care of.

If I can be of any further help to you in regards to this matter please call on me.

Very truly yours,

STULTS, JAYNE & MURPHY

By William Jayne

WJ/gp
Enclosures - 2
cc: Tom Lillebo Const. Co.
Reedsport, Oregon

[illegible]

[illegible]

Board of Directors [illegible].

ATTEST:

Secretary

I, the Secretary of [illegible] Company do hereby certify that this is a true and correct copy of the resolution passed by the Board of Directors at [illegible] meeting March 2, 19[illegible].

Secretary

[illegible]

[illegible]

I, the Secretary of [illegible] Company do hereby certify that this is a true and complete copy of the resolution passed by the Board of Directors at the special meeting March 2, [illegible].

RECEIVED
FEB 27 1964

FOR FILING
[illegible]
6380

February 27, 1964

Tom Lillebo Construction Company
Box 45
Reedsport, Oregon

Gentlemen:

In looking over Contract Nos. 6380 and 6383 it was called to my attention by the Assistant Chief Counsel that the Power of Attorney given by Mr. Tom Lillebo February 28, 1957, to Thomas F. Lillebo and Lee Clements, Jr., does not constitute legal authority from the corporation for them to sign for the corporation. It may be that this Power of Attorney was given by Tom Lillebo as an individual in connection with transfer of his contracts from him as an individual to the corporation.

We realize that this matter was gone into at considerable length several years ago and a contract was recently signed by Mr. Clements for Tom Lillebo. However, to clear up any possible legal complications, please furnish us an excerpt from the minutes of Tom Lillebo Construction Company, a corporation, authorizing Mr. Thomas F. Lillebo or Mr. Lee Clements, Jr., to sign contracts in behalf of Tom Lillebo, President of Tom Lillebo Construction Company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc Mr. William Jayne
Attorney at Law
Medical Dental Building
Reedsport, Oregon

George Rohde
Ivan Merchant

RECEIVED
FEB 24 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KEN[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 20, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Fairgrounds Road - Shady Structures
Contract No. 6380
Federal Aid Project No. I-5-3(59)121

Work on the above project started on February 3, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc C.H. Maison
L.H. Young
D.B. Parkes
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
FEB 28 1964
FILING

6380

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 19, 1964

Western Union Telegraph Company
125 - 12th Street
Oakland, California

ATTENTION: Mr. F. L. Sulloway

Re: Telegraph Relocation
Fairgrounds Rd.-Shady Section
Pacific Highway - Douglas County
Project No. I-5-3(59)121
Contract No. 6380
YOUR FILE: JOB 5564-63 Shady, Ore.

Gentlemen:

You received verbal authorization to proceed with the actual adjustment, effective January 31, 1964, on the above project, subject to later review and approval by the State and the Bureau of Public Roads.

The Bureau of Public Roads has questioned the necessity of two moves on this adjustment and suggests it would be more economical to make one move to a permanent underground location.

We understand it has long been your policy to remain above ground whenever possible; however, we would appreciate a detailed explanation of why you require open wire construction over underground construction in this and similar situations.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: P. M. Stephenson✓
I. D. Merchant
L. R. Chandler
P. R. Barnhart

RECEIVED
FEB 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
FEB 20 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

February 18, 1964

Mr. Forrest Cooper, State Hwy. Engr.
Salem, Oregon
Attention: Mr. Ivan Merchant

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-3(59)121
Shady Bridge over South Umpqua River

The following comments and recommendations have been received from our Washington office following their review of the design plans for this structure:

> "On Bridge 7713A (Drawings 19501 through 19517, inclusive) the transverse wind forces are transmitted to the shoe at the L0 panel points through 1/2 inch gusset and pin plates in bending (see detail on drawing 19506). From our rough calculations it appears that these plates are stressed beyond the tensile strength of the material and it is suggested that this condition be reviewed.
>
> "We are of the opinion that the detail at L0 would be improved by providing a full depth diaphragm bearing on the pin, to take the vertical end reaction. The end post L0-U1 would then be stopped short of the diaphragm in the conventional manner. The end vertical U0-L0 could be spliced to the diaphragm with a simple connection.
>
> "We note the use of ASTM A440 steel for the gusset plates at joints L4, U5, and L6. Because of the separate handling, marking, and possible availability and the extremely small tonnage involved, we question the economy of using A440 steel for these few gussets and splices. We suggest consideration be given to the permissible use of A36 steel as designated for all other gussets.
>
> "We presume secondary stresses for this hybrid steel truss have been investigated. Please forward information regarding these stresses."

The above suggested revision of the connection at L0 may not be practical at this late date. Instead, we suggest you consider

(more)

Original to Merchant
2-19-64

a simpler revision to reduce the bending stresses in the gussets and pin plates. This could be done by extending the diaphragm at L0 down to the 7-inch pin. The present shoe details on drawing 19505 calls for spot welding the pin to the pin plates. We believe that lateral wind forces would cause these welds to fail. We suggest that the extended diaphragm be welded to the pin in lieu of the specified spot welds.

Your consideration of the above matters is requested. Please include information on secondary stresses as requested above in your reply.

cc:
Region

RT:nig

RECEIVED
[illegible] 1964
OFFICE OF
[illegible] ENGINEER

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FEB 13 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

February 10, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.EC Salem, Oregon

Oregon Project I-5-3(59)121
Fairgrounds Road-Shady Section
Western Union Telegraph Company Utility Adjustment

We wish to confirm our verbal authorization to proceed with actual adjustment of the Western Union Telegraph Company's facilities on the subject project. This authorization was issued effective January 31, 1964 and was subject to later review and approval by this office.

Our review has been initiated and a significant question has arisen on which there is no apparent explanation contained in your submission. The question concerns the necessity for two moves referred to as temporary and permanent phases on the utilitie's estimate. In view of the present trend toward underground cables, we are in question as to why one move to an underground location could not be made to the mutual benefit of all concerned. The estimated cost figures indicate a substantial savings might be realized if only one move were made.

We would appreciate your providing us with justification for the two moves as proposed. Our approval of your agreement as submitted by Mr. Litchfield's letter of January 30, 1964 will be withheld pending receipt of above mentioned information.

Original to Young
2-13-64

NOTED
LLOYD P. SHAW

RECEIVED
FEB 6 - 1964

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

January 30, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2-EC Salem, Oregon

Oregon Project I-5-3(59)121
Fairgrounds Road - Shady Section
Structures and signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6380 to Tom Lillebo Construction Company of Reedsport, Oregon, low bidder in the amount of $604,492.55 at the January 29, 1964 bid opening.

Mr. Litchfield's January 16, 1964 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our January 7, 1964 memorandum authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Mr. Young's letter of January 22, 1964 contains information which satisfies our P.S. & E. requirement relative to State Fish and Game Commission's consideration of this construction project.

Our January 7 memorandum stipulated that written evidence of railroad company's approval of design plans should be submitted prior to our concurrence in award. This requirement has been satisfied through receipt of copy of a letter from Southern Pacific Company dated January 28, 1964 to your Construction Engineer, which returned one approved copy of the construction plans.

Other stipulations noted in our January 7 memorandum have been satisfied through revision letters to prospective bidders dated January 15 and January 22, 1964.

original To Young.
2-5-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 31 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

7

6380

January 30, 1964

Tom Lillebo Const. Co.,
P. O. Box 365
Reedsport
Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6380 for the following project:

> **3 structures widening-bridge-signing on the Fairgrounds Road-Shady Section of Pacific Highway in Douglas County.**

This award was based on your low bid of $604,492.55 which was submitted to the Commission on January 29, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

January 9, 1964

Original signed by
M. E. Martin

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-3(59)121
Fairgrounds Road - Shady Section
Structures & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and are available for occupancy and contractor's use with relocation advisory assistance unnecessary as indicated in Mr. Moehring's December 30, 1963 letter.

The Southern Pacific Company railroad agreement, dated April 25, 1963, has been approved effective on this date. You are now authorized to proceed with railroad work included in the project. Written evidence that the railroad company has approved the design plans should be submitted prior to our concurrence in award.

Mr. Young's January 3, 1964 letter covering submission of P. S. & E. indicated that the project does not affect fish and wild life. Your certification that the applicable State conservation agencies agree should be furnished prior to our concurrence in award of contract.

Approval is contingent upon the correction of the elevations and material designations for test hole #2 on Drawing 19501 for the Shady Bridge. These corrections should be called to the attention of the bidders.

Approval is contingent upon the substitution of a sign bridge carrying Sign #33 at the Shady Interchange, for the butterfly

original to Young
with attach.
1-13-64

NOTED
LLOYD P. SHAW

structure which shows on the plans to be installed at the gore point Sta. 2786. The sign bridge is to be placed somewhat south of this gore point.

For the prestressing reinforcement on the Shady Bridge, the use of 1/2" diameter, 7-wire strands with ultimate stress of 270 K.S.I. is approved for this project.

Your December 31, 1963 status report of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Attach.

RECEIVED
JUN 14 1963
FOR FILING

RAILROAD COMPANIES
FILE No. 428

Salem, Oregon
April 29, 1963

Agenda Item 4-e

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J. N. Hershberger
Staff Attorney

Attached are two copies of an agreement with the Southern Pacific Company covering the crossing of the Railroad's tracks at Shady, south of Roseburg, with Interstate Route 5. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

A conformed copy of the above agreement has been retained in this office pending receipt of a fully signed copy.

Secretary

rn
Attach: 2

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APR 8 - 1963

FOR FILING

[illegible]

April 5, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the April 25 meeting will appear the matter of entering into a construction agreement with the Southern Pacific Company which covers the crossing of the Railroad's tracks at Shady, south of Roseburg, with Interstate Route 5.

The agreement is in the usual form of railroad-highway construction agreement and we recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. I. Lindas

RLP:ms bbc

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
322
0-PD-61-17

March 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. Ivan D. Merchant
Bridge Engineer

Dear Sir:

Referring to your letter December 14 in connection with Shady Bridge, Fairgrounds-Shady Section, Pacific Highway I-5, Bridge #7713A, which will cross our tracks near our station of Shady:

Attached are duplicate counterparts and one copy of proposed agreement between SP Co. and State of Oregon covering construction of the second highway overpass. Please check this agreement, and if satisfactory have executed on behalf of the State, after which both counterparts should be returned for further handling. The one extra copy is for your use pending final execution.

Yours truly,

A. W. Kilborn

[illegible]
[illegible] DEPT.
BRIDGE DIVISION
[illegible]
PM
7,8,9,10,11,12,1,2,3,4,5,6

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DEC 18 1962

FORM 2-30X—50M—5-62 43909

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1962

SUBJECT:
PUC Application
Shady Bridge (Southbound)
Fairgrounds-Shady Section
Pacific Highway I-5
Bridge No. 7713A

To:

Mr. Leonard I. Lindas
Chief Counsel
OFFICE

Attention: Mr. Joe Hershberger
Assistant Counsel

The reconstruction of the Pacific Highway on the Fairgrounds-Shady Section requires the construction of a parallel structure over the South Umpqua River and the Southern Pacific Company tracks at Shady.

I am attaching 12 prints each of Drawing No. 1713A-A and 17154, being the plan and elevation drawing and vicinity map, respectively, for the proposed structure.

The structure is located in the NE¼ of Sec. 2, T. 28 S., R. 6 W.,W.M. The proposed structure will have a total length of 973'10" center-to-center of end bents. It will have a 30' roadway between curbs with no provision for sidewalks. Beginning at the north end the structure will have seven prestressed precast beam spans for a total length of 468'5", a 277'0" steel deck truss span, and four prestressed precast beam spans with a total length of 228'5". The structure is on an ascending grade of 3.22% to the south with the north end of the structure modified by extending into a 1400' vertical curve and with the south end modified by extending into a 2700' vertical curve.

Vertical and horizontal clearances are indicated in the clearance diagram for both the present and proposed structure. In all cases the clearances on the proposed structure are in excess of the existing clearances and the minimum PUC required clearances. No impairment of clearances will be required during construction operations. The center line of the structure intersects the center line of the railroad at LS Station 2742+47.10 P.O.T. = Railroad Station 195+81.06 P.O.C., and with an intersection angle of 58°20'10" tangent-to-tangent.

The proposed crossing is on the interstate highway system and as it eliminates no grade crossings and crosses an established railroad, no benefits will be derived by the railroad for the overcrossing structure. No funds will be requested from the railroad in the construction of this project and the railroad will be reimbursed for its necessary expenditures as permitted by PPM 30-3 with amendments and additions thereto.

NOTED
P. M. STEPHENSON

In this construction project the State will prepare plans, specifications, award a contract, and supervise construction, and will maintain the structure and other highway appurtenances upon the completion of the project.

During the construction project the railroad, subject to reimbursement as noted above, should provide engineering, watchman, and flagman services to protect its operations, remove its signal, and communication lines during the construction period and replace in permanent location upon the completion of the project. Maintain its trackage and all other railroad appurtenances at its own cost and expense.

Upon the completion of the project it is estimated there will be a total of 5400 vehicles per day using the twin structures or 2700 northbound and 2700 southbound. In 1975 the estimated ADT is 11,500 vehicles total northbound and southbound. At the point of crossing there are four railroad switch movements per day and eight through trains for a total of twelve movements per day.

It would not be in the public interest to cross the track at grade at this point because of the highway and railroad traffic and the requirements for separation of grades on the interstate highway system.

Will you please prepare an application for a PUC hearing for the structure.

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. P. M. Stephenson

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DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Order # 39107

2-21-63

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 250

Pux 493

In the matter of the Application of the STATE OF OREGON,)
by and through its State Highway Commission, for authority)
to construct an overcrossing over the tracks and right of)
way of the Southern Pacific Company known as the SECOND)
SHADY OVERCROSSING project, located approximately 3½ miles)
south of Roseburg in the Northeast quarter of Section 2,)
Township 28 South, Range 6 West, Willamette Meridian, Douglas)
County, Oregon.)

ORDER

The above entitled matter was duly heard on February 5, 1963, at Salem, Oregon, before Cameron F. Woods, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General
Salem, Oregon
In behalf of the Oregon State Highway Commission

For Respondent:

Kenneth M. Judd, Attorney
Portland, Oregon
In behalf of Southern Pacific Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner of Oregon

On December 21, 1962, the State of Oregon, by and through its State Highway Commission, filed a Petition pursuant to the provisions of ORS 366.205 and ORS 763.040 for permission to construct a public highway above grade over the tracks and right of way of Southern Pacific Company, referred to as the Second Shady Overcrossing project, on the Pacific Highway (Federal Interstate Highway No. 5) in Douglas County.

Attached to and made a part of the Petition is Plan and Elevation Drawing No. 7713A-A and Vicinity Map and Profile Drawing No. 17154.

The Petition sets forth the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

Notice of the Petition and copies thereof were duly served on Southern Pacific Company and the County Court of Douglas County. The aforesaid parties filed letters in response to service of the Petition, Southern Pacific Company stating it had no objection to the issuance of an order conforming to the relief prayed for in the Petition and the County Court of Douglas County stating that it had no objection to an order according to the Petition.

The matter was thereafter set down for hearing and notice thereof duly served upon all parties of record on January 25, 1963.

Evidence was adduced on behalf of Petitioner, Southern Pacific Company and the Public Utility Commissioner, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

Petitioner proposes to reconstruct the Fairgrounds-Shady section of the Pacific Highway, Oregon State Primary Highway No. 1, Interstate Highway No. 5, in order to conform to Interstate Highway standards. As an integral part of this reconstruction, it will be necessary to construct a second overcrossing structure over the right of way and track of Southern Pacific Company.

The proposed overcrossing structure will be located at a point in the northeast quarter of Section 2, Township 28 South, Range 6, West, Willamette Meridian in Douglas County, Oregon, approximately three and one-half miles south of Roseburg and 40 feet west of, and parallel to, the existing structure. The present structure carries both north and southbound traffic. The purpose of the proposed structure is to separate this traffic so that the existing structure will be used exclusively by northbound traffic and the new structure exclusively by southbound traffic.

The structure will be 973 feet 10 inches in length between centers of end bents, and will have a 30 foot roadway between curbs, with no provision for sidewalks. In addition to overcrossing the right of way and tracks of Southern Pacific Company, the proposed structure will also overcross, at the southerly end, the old Pacific Highway, now the Green Road, and will span the South Umpqua River. The structure will consist of seven precast, prestressed concrete beam spans at the northerly end for a total length of 468 feet 5 inches, a steel truss span 277 feet long over the South Umpqua River; and four precast, prestressed concrete beam spans at the southerly end for a total length of 228 feet 5 inches. The center line of the structure will intersect the center line of the railroad beneath at Railroad Survey Station 195 + 81.06 POC which corresponds to Highway Survey Station L^s 2742 + 47.10 POT. The angle of intersection will be 58° 10' 10" measured in the southwest quadrant.

The estimated annual average daily vehicle traffic on Interstate Highway No. 5 at the site of the proposed structure, at the time of its completion, will be 5,400 vehicles, and this volume is expected to increase to 11,500 vehicles in 1975. One-half of this traffic will be borne by the proposed second overcrossing. The traffic on the railroad beneath the structure presently consists of eight through movements and four switching movements daily.

During the period of construction there will be no necessity for the impairment of either horizontal or vertical clearances as prescribed by Commissioner's Rule 44-055.

The proposed overcrossing will meet anticipated needs of the traveling public and will not create any undue hazard or inconvenience to the railroad.

Petitioner proposes that the construction and maintenance of the proposed overcrossing and the costs thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said grade separation project, including reimbursement to Southern Pacific Company for necessary expenditures incurred by it in connection therewith.

(c) Maintain the said overcrossing structure together with its fills, appurtenances and highway approaches after completion of the project.

Southern Pacific Company will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be required to safeguard rail operations during the construction of the project.

(b) Subject to reimbursement by Petitioner, move and reinstall such existing right-of-way fences as may be required for the construction of the project.

(c) Subject to reimbursement by Petitioner, remove its signal and communication lines, protect the same during construction and thereafter replace them in permanent locations.

(d) At its own cost and expense maintain existing and future railroad tracks and their appurtenances and facilities after completion of the project.

These proposals have been agreed upon between Petitioner and Southern Pacific Company. No objections were made and they are approved. It is found that the proposals relating to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the reconstruction of the Pacific Highway (Federal Interstate Highway No. 5) south of Roseburg in Douglas County and is required in the interest of public safety, convenience and general welfare. Permission for the construction, therefore, should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of a highway overcrossing structure herein proposed be and the same hereby is granted and No. C-568.80-A shall be assigned to said overcrossing in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design with the details as shown on the Oregon State Highway Department, Bridge Division, Plan and Elevation Drawing No. 7713A-A, and Vicinity Map and Profile Drawing No. 17154, submitted with the Petition and all by reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 21st day of February, 1963.

Public Utility Commissioner

(SEAL)

PUX 493

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

12-20-62

In the Matter of the Application of the
STATE OF OREGON, by and through its
State Highway Commission, for authority
to construct an overcrossing over the
tracks and right of way of the Southern
Pacific Company known as the SECOND SHADY
OVERCROSSING project, located approximately
3½ miles south of Roseburg in the Northeast
quarter of Section 2, Township 28 South,
Range 6 West, Willamette Meridian, Douglas
County, Oregon

PETITION

No. __________

Drawing
" 7713A-A

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service and convenience of the public, Petitioner proposes to reconstruct in conformity with Interstate System highway standards the Fairgrounds-Shady Section of the Pacific Highway, State Primary Highway No. 1, Interstate Highway No. 5, which necessitates the construction of a second overcrossing over the Southern Pacific Company's existing main line track, as shown on Oregon State Highway Department drawings numbered 7713A-A and 17154 (Bridge No. 7713A) attached hereto and by this reference made a part hereof. Said second overcrossing will be westerly of and parallel to the existing two-lane overcrossing. This will be a new highway crossing of an existing railroad with no benefit accruing therefrom to the railroad.

IV

That due to the topography of the proposed location neither an undercrossing nor a grade crossing would be practical or feasible as said project entails crossing a secondary road and the South Umpqua River as well as the railroad.

V

That upon completion the estimated annual average daily traffic on the proposed structure and its existing twin will be 5,400 vehicles with an anticipated increase to 11,500 vehicles in 1975; that at the site of the proposed crossing there are 12 train movements per day consisting of four switching movements and eight scheduled trains.

VI

That the proposed structure, which also spans the South Umpqua River, will be 973' 10" between center lines of the end bents; the point of intersection of the center lines of the proposed structure and the Railroad is LS Station 2742+47.10 P.O.T. = Railroad Station 195+81.06 P.O.C., with an intersection angle of 58° 20' 10" tangent to tangent. Proposed structure is on an ascending grade of 3.22% to the south; the northerly end of said structure is modified by extending into a 1400' vertical curve whereas the southerly end is modified by extending into a 2700' vertical curve.

VII

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds only, finance the construction of said project, including reimbursement to Railroad Company for necessary expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the project, maintain the overcrossing structure with its fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement under Federal regulations;

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove temporarily, and upon completion of said structure replace, existing signal and communication lines to protect the same during construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities after completion of the construction.

VIII

That at all times during construction and after completion of the structure the vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Order No. 33700.

IX

That the proposed project is in the Northeast quarter of Section 2, Township 28 South, Range 6 West, Willamette Meridian, Douglas County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing said construction and allocation of costs in accordance herewith, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 20th day of December, 1962.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By ______________________________
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 20th day of December, 1962.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

J. N. HERSHBERGER - Staff Attorney

RECEIVED
DEC 18 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 14, 1962

Southern Pacific Railroad Company
Union Station
Portland 9, Oregon

__Attention:__ Mr. A. W. Kilborn

Gentlemen:

Re: Shady Bridge
Fairgrounds-Shady Section
Pacific Highway I-5
Bridge No. 7713A

The reconstruction of the Pacific Highway, Fairgrounds-Shady Section to interstate standards requires a parallel structure to cross the South Umpqua River and your tracks at Shady.

Prints of our vicinity map, Drawing No. 17154 have been sent you previously.

I am enclosing two prints each of our Drawing Nos. 7713A-A, 17154, and B-16. Drawing No. 7713A-A is the plan and elevation of the proposed structure. Drawing No. 17154 is the vicinity map for this crossing, and Drawing No. B-16 indicates probable footing construction as requested by your letter of November 1. Footing sizes as indicated on Drawing No. B-16 are tentative only as the design for this structure has not been completed at this time. Drawing No. 7713A-A indicates clearances on both the proposed and present structure, and as you will notice in all cases the vertical and horizontal clearances are in excess of those now existing. This drawing indicates the intersection of the L Line at LStation 2742+31.31 P.O.T. = Railroad Station 195+50.65 P.O.S. This point of intersection is the same point indicated in the easement granted for the existing structure as being at Engineer's Station L2742+31.31 = Railroad Engineer's Station 195+53.05. The easement granted in 1953 for the existing structure (Your File No. 428) grants 200' of easement, 100' on each side of the L line. This easement is satisfactory and no additional easement will be required for the proposed structure.

The proposed structure is on Interstate Highway No. 5. It is considered to be of no benefit to the Railroad and no contribution in construction funds will be requested from the Railroad in this project. The Railroad will be reimbursed for its necessary expenditures as permitted by PPM 30-3 with amendments and supplements. In this construction project the State will prepare plans, specifications, award a contract, and supervise construction.

NOTED
P. M. STEPHENSON

Upon the completion of the project the State will maintain the structure and other highway appurtenances. Subject to reimbursement as mentioned above, the Railroad should furnish engineering, watchman, and flagman services to protect its operations during the construction period. The Railroad should remove and protect its signal and communication line during the construction period and replace in permanent position upon completion of the structure. The Railroad should maintain its trackage, signal, communication lines, and other Railroad appurtenances at its own cost.

If there is anything further that you need from this office in order to prepare the Railroad/Highway agreement please advise.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. H. H. Williamson
(with 2 prints each
7713A-A, 17154, and B-16)
Mr. P. M. Stephenson
Mr. Joseph Hershbarger

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

15-8321 Shady Cove Rock Prod. Proj., 1964
Sams Valley & Crater Lake Hwys.
#6381

RECEIVED
JUL 6 1964
FOR FILING

July 6, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On June 25, 1964, we wrote to you concerning release of final payment on contract #6381, awarded to M. C. Lininger & Sons, Inc., for the Shady Cove Rock Production Project on the Sams Valley and Crater Lake Highways in Jackson County.

Final payment on this contract is $876.74 and the total contract amount is $28,981.73. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. C. Lininger & Sons, Inc.,
P. O. Box 1386
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 25 1964

FOR FILING

[illegible]

6-11

June 23, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 12 on Contract No. 6381. The contract was with H. C. Lininger & Sons, Inc., and was for rock production on the Shady Cove Section of the Sams Valley and Crater Lake Highways in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 23, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 6-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: June 19, 1964

SECTION: Shady Cove

SECTION PREFIX: 15-8321

HIGHWAY: Sams Valley & Crater Lake

COUNTY: Jackson

NAME OF JOB: Shady Cove Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: M.C. Lininger & Sons, Inc.

CONTRACT NUMBER: 6381

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Jan. 30, 1964

DATE WORK STARTED: April 23, 1964

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN SUPERVISION:

SPECIFIED WORK DAYS: 50

WORK DAYS USED: 44

PERCENT OF TIME ELAPSED: 88%

PROJECT AUTHORIZATION: $32,456.25

ENGINEERING AUTHORIZATION: $2,308.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $30,148.25

ENGINEERING COST TO DATE: $2,275.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $28,984.53

PERCENT OF AUTHORIZATION: 98.5%

ESTIMATED PERCENT OVERRUN UNDERRUN ____%

DATE PROJECT WAS COMPLETED: June 12, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD.	
						100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000		
TOTAL QUANTITIES CORRECTED TO DATE			9,035		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,035		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			CONSTRUCTION DIVISION
TUESDAY			RECEIVED JUN 22 1964
WEDNESDAY			NOTED: ☒ ☐ ☐ ☒ CE ABE ACE COE
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office work was completed preparing semi-final estimate and data was submitted to the Division Office.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final Report

SIGNED H B Merrill

ADDRESS 2692 N. Pacific Hwy., Medford, Ore.

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JAN 21 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6381

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 30, 1964

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6381 for the following project:

Shady Cove Rock Production Project on the Sams Valley and Crater Lake Highways in Jackson County.

This award was based on your low bid of $28,890.00 which was submitted to the Commission on January 29, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

117-1606 Grants Pass Traffic Signal 1964
Install. at "G" St. & 4th St.,
#6382 Rogue River Loop Hwy.

[illegible] 1878

RECEIVED
JUN 22 1964
FOR FILING
117-106
6382

June 22, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On May 27, 1964, we wrote to you concerning release of final payment on contract #6382, awarded to Madson & Stokes Electrical Contractors, for traffic signal installation on "G" Street at 4th Street in Grants Pass on the Rogue River Loop Secondary Highway in Josephine County.

Final payment on this contract is $972.60 and the total contract amount is $4,863.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Fred York Insurance
1200 High Street
Eugene, Oregon

cc: Madson & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 27 1964

FOR FILING

[illegible]
6382

May 26, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 22 on Contract No. 6382. The contract was with Madsen and Stokes Electrical Contractors and was for traffic signals at "G" and 4th Streets in Grants Pass on the Rogue River Loop Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on May 28.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAY 1 - 1964
FORM E-30X—30M—12-63 34677
FOR FILING

6382

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1964

SUBJECT:

To: Mr. D. B. Parkes
Office Engineering

OFFICE

Madson and Stokes Electrical Contractors started work on Contract No. 6382, Traffic Signal Installation at "G" and 4th Street in Grants Pass on the Rogue River Loop Highway in Josephine County on April 27, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JAN 31 1964
FOR FILING

[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 30, 1964

Madsen & Stokes Electrical Contractors
P. O. Box 286
Roseburg
Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6382 for the following project:

Grants Pass Traffic Signal Installation on the Rogue River Loop Highway at the 4th Street Jct., in Josephine County.

This award was based on your low bid of $4,863.00 which was submitted to the Commission on January 27, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JAN 16 1964

117-H[illegible]

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
January 13, 1964

Traffic Signal Agreement
Rogue River Loop Highway 266
(4th & G Street)
City of Grants Pass

Mr. H. S. Cox
County & City Engineer
Office

Attached is a partially signed copy of a traffic signal agreement with the City of Grants Pass covering traffic signals and signs at the intersection of the Rogue River Loop Highway and 4th & G Street in City of Grants Pass.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Grants Pass.

Secretary

rn
Attach: 1

RECEIVED
DEC 15 1963

FOR FILING
11-1666
6362

Agenda Item
3 h

December 4, 1963

Mr. Roy Eames
City Manager
City Hall
Grants Pass, Oregon

11-22-63

Dear Mr. Eames:

The State Highway Commission at its meeting on November 22 considered your request for the installation of traffic signals at the intersection of Fourth and "G" Streets on the Rogue River Loop Highway in Grants Pass.

The Commission approved the installation with the understanding that the City will pay one half the cost of the installation and will provide all future maintenance and power needs. An agreement is being prepared and will be sent to you in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

cc
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
C. H. Maison

RECEIVED
NOV 26 1963
FOR FILING

November 22, 1963

Mr. Roy Eames
City Manager
City Hall
Grants Pass, Oregon

Dear Mr. Eames:

In response to your letter of August 30, we have made an investigation of the warrant for traffic signals at the intersection of Fourth and "G" Streets in Grants Pass.

It was found that the installation of signals is warranted and we are recommending to the State Highway Commission that a pretimed traffic signal be installed at an estimated cost of $7,000. This is based on the assumption that the City will pay one-half the cost of the installation and care for future maintenance and power consumption.

Upon receipt of the approval of the State Highway Commission, we will proceed with the preparation of plans and a State-City agreement. It is tentatively planned to call for bids on the installation in the latter part of January.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
G. L. Clark

VPJ:pk jw

PER RSB 274 11-18-63 409P

PLEASE RELAY TO VAL JOHNSON TRAFFIC

ROY EAMES, GRANTS PASS, ASKED THAT HE BE NOTIFIED ONE WAY OR THE OTHER ON TRAFFIC SIGNAL RQUEST AT 4 TH AND +. HE SAID A PETITION IS BEING CIRCULATED IN TOWN. HAVE WE ANY WORD?.
THAT IS 4TH AND G STREETS.

GLEN L CLARK
DLH 04.

NOTED
TRAFFIC CONTROL
ENGR.

8 TCQ 0
I

RECEIVED
NOV 21 1963

FOR FILING

November 20, 1963

Oregon State Highway Commission

Gentlemen:

We received a request from Mr. Roy Hames, City Manager of Grants Pass, for the installation of traffic signals at the intersection of Fourth and "G" Streets on the Rogue River Loop Highway in Grants Pass.

Investigation discloses that the installation of traffic signals is warranted. The installation is estimated to cost $7,000 and the cost should be shared equally by the City and the State, with the City agreeing to care for future maintenance and power consumption. Your approval is recommended.

This matter will be on the agenda for your consideration at the November 22, 1963 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison

VPJ:pk bbc

RECEIVED
NOV 13 1963
FOR FILING

117-[illegible]

6-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 1, 1963

SUBJECT: Proposed Traffic Signals
Intersection - 4th & G St.
Grants Pass
Rogue River Loop Highway
Hwy. #260 - M.P. 0.13

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

I am attaching a report from the Division Office on the matter of signal installation at the subject intersection.

Signalized control appears to be warranted traffic-wise and I would recommend that we proceed providing the City is willing to cooperate in the usual fashion.

The estimate of $5,000 on this is presumably based on span-wire mount type installation -- if we utilize the mast arm setup this figure would probably go to $6,500 or thereabouts.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachment

OK
Use new Standard
E

Copy to Crandall
11-12-63

noted
Edwards

RECEIVED
NOV 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

20-1004 Hendricks Br. Sec., McKenzie 1964
Hwy., E. of Springfield (Struct.,
#6383 Grad. & Pav.)

RECEIVED
OCT 28 1965
FOR FILING

[illegible]

6382

October 28, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 97404

Gentlemen:

On August 25, 1965, we wrote to you concerning release of final payment on Contract No. 6382 awarded to Tom Lillebo Construction Company for structure, grading, and paving on Hendricks Bridge of the McKenzie Highway in Lane County.

Final payment on this contract is $12,277.08 and the total contract amount is $407,822.48 including $3,274.73 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Tom Lillebo Construction Co.
Box 45
Reedsport, Oregon

Ward Cook-Rodgers Ins. Co.
603 Panama Building
Portland 4, Oregon

C.H. Maison
Attn: John Herr

1

RECEIVED
AUG 25 1965
FOR FILING

20-1004

6383

August 24, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 7, 1965, on Contract No. 6383. The contract was with Tom Lillebo Construction Company and was for structure, grading and paving on the Hendricks Bridge Section of the McKenzie Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective August 24, 1965, and that you concur in this procedure at the Commission meeting on September 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Hendricks Bridge

WEEK ENDING: 8-13-65

SECTION PREFIX: 20-1127 1882

HIGHWAY: McKenzie

COUNTY: Lane

NAME OF JOB: Hendricks Bridge

KIND OF WORK: Structure, Grading & Paving

CONTRACTOR: Tom Lillebo Construction Co.

CONTRACT NUMBER: 6383

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: 1-30-64

DATE WORK STARTED: 2-24-64

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 1 SUPERVISION 0 1

SPECIFIED WORK DAYS: —

WORK DAYS USED: 163 169

SPECIFIED CALENDAR DAYS: —

CALENDAR DAYS USED: —

SPECIFIED COMPLETION DATE: —

PERCENT OF TIME ELAPSED: 102%

PROJECT AUTHORIZATION: $ 473,982.30

EXCLUSIVE OF ENGINEERING: $ 440,276.89

ENGINEERING AUTHORIZATION: $ 33,705.41

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 411,543.78

ENGINEERING COST TO DATE: $ 37,660.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5.34%

PERCENT OF AUTHORIZATION: 112 %

DATE PROJECT WAS COMPLETED: 7-7-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100%	100%	100%	100%	100%	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	62,000 CY	23,240 Ton			2,750 Ton
TOTAL QUANTITIES CORRECTED TO DATE	63,702 CY	18,103 Ton			2,919 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	63,702 CY	18,103 Ton			2,919 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		1109B						
PERCENT		100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy	0		Project complete
TUESDAY	Cloudy	0		
WEDNESDAY	Overcast	0		
THURSDAY	Cloudy	0		
FRIDAY	Partly cloudy	0		WE
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 8-9	Continued cleaning job site.
TUESDAY 8-10	Finished cleanup and removal of contractors equipment from jobsite.
WEDNESDAY 8-11	Final inspection made by John Quiner II, Asst. Div. Engr., Ellis H. Jones, Res. Br. Engr., and Geary H. Worth, Res. Engr.
THURSDAY 8-12	
FRIDAY 8-13	
SATURDAY	

REMARKS

Status: Project complete.

SIGNED

LOCATION 2191 E. 15th
Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

PACIFIC NORTHWEST BELL
785 GRANT STREET, EUGENE, OREGON · AREA CODE 503 · 343-8215

D. F. Martin, DISTRICT ENGINEERING MANAGER

April 28, 1964

Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Gentlemen:

We accept the bid of $1500 by the Lillebo Construction Company of Reedsport, Oregon, for the installation of two telephone conduits to be placed in the new Hendricks Bridge, McKenzie Highway, Lane County, Oregon. Please find a check attached in this amount.

At a later date we will forward a set of our construction drawings for the use of the resident bridge engineer and your prime contractor.

Yours very truly,

D. F. Martin

D. F. Martin
District Engineering Manager

Attachment

PACIFIC NORTHWEST BELL TELEPHONE COMPANY
THE UNITED STATES NATIONAL BANK OF PORTLAND, OREGON

283151

24-11
1230
10

4-30-64
Payment for installation for 1746 duct ft.
of 3-½" conduit on the new Herndricks Bridge
McKenzie Hwy, Lane County, Ore

5-11-64

PAY $1,500.00**

PLEASE CASH OR DEPOSIT PROMPTLY

TO THE ORDER OF
Ore State Hwy Dept
Salem Ore

PACIFIC NORTHWEST BELL TELEPHONE COMPANY
SPECIAL DISBURSEMENT ACCOUNT

AREA TREASURY SUPERVISOR

1230 0011 653

RECEIVED
MAR 4 - 1964
FOR FILING

6383

March 3, 1964

Mr. Gordon Vance
Leaburg
Oregon

Dear Mr. Vance:

This will acknowledge receipt of your February 25 letter relative to your concern and objection over the location of the westerly approach to the Hendricks Bridge now under contract.

This Department has received great numbers of requests over the past few years to do something about the existing narrow bridge across the McKenzie River, commonly known as the Hendricks Bridge. We are aware that the present bridge is too narrow to handle today's traffic and it has been the Highway Commission's and the Department's desire to modernize the structure just as soon as financing was possible. By scraping the bottom of the barrel and by deferring several other very critically needed projects, enough funds were obtained to build a new bridge and construct a rather minimum connection to the existing highway on the southerly side of the river.

The Department recognizes that sometime in the future the road between Springfield and the bridge will have to be modernized and the bridge is so located that a scheme something along the line that you suggest will ultimately be put into effect. The Commission and the Department did not feel, however, that a modern bridge should wait until sufficient monies could be found to realign that section of highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

REFERRED TO
Forrest Cooper
BY SECRETARY

NOTED
R.L. PORTER

Leaburg, Oregon
February 25, 1964

Dear Sirs:

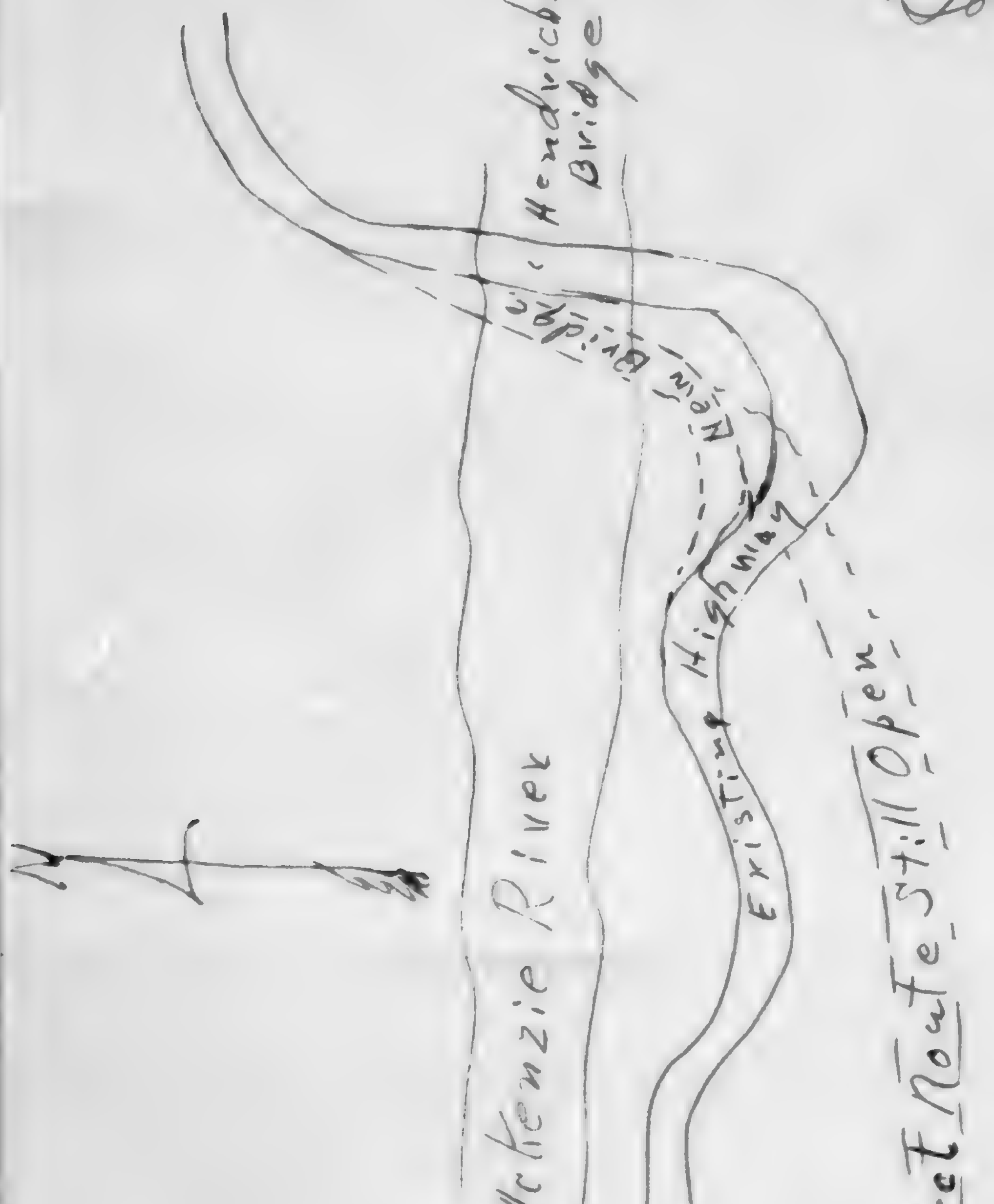
As a taxpayer I would like to remonstrate on one of your highway changes.

Unless my untrained eyes deceive me the surveyed downriver approach to the new bridge across the McKenzie River replacing Hendricks Bridge is a shameful waste of the taxpayer's money.

At the present time there is a way open between existing houses to realign this section of highway, eliminating several bad curves, giving an added segment of passing oportunity, and making straight connection with the highway over the hills.

Undoubtedly sometime in the future this realignment will be undertaken and at a considerable higher price due to residences which will have to be moved. It just looks penny wise and pound foolish not to do it now.

Sincerely,
Gordon Vance


Hendricks Bridge
New Bridge
Existing Highway
Direct Route Still Open
McKenzie River
Hills
N

RECEIVED
FEB 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 5 - 1964

FOR FILING

ROBERT M. STULTS
WILLIAM JAYNE
EDWARD M. MURPHY

LAW OFFICES
STULTS, JAYNE & MURPHY
416 S. E. MAIN STREET
P. O. BOX 218
ROSEBURG, OREGON
673-5528

REEDSPORT, OREGON
P. O. BOX 166
CR 1-2231

Reedsport, Oregon
March 2, 1964

Contract #6383

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Tom Lillebo Construction Company

Dear Mr. Query:

Please find enclosed herewith two copies of the resolution passed by Tom Lillebo Construction Company on March 2, 1964, in regards to the authority of various individuals of Tom Lillebo Construction Company to execute contracts on behalf of said company.

I was under the impression that we had this matter clarified with the Highway Commission as set forth in your letter of January 28, 1963 concerning Highway contract No. [illegible]. However to avoid any further confusion in this matter the company passed a resolution.

I hope that with this resolution the matter will be of no further question and will be taken care of.

If I can be of any further help to you in regards to this matter, please call on me.

Very truly yours,

STULTS, JAYNE & MURPHY

By William Jayne

WJ/gp
Enclosures - 2
cc: Tom Lillebo Const. Co.
Reedsport, Oregon

[illegible]

[illegible] Company, [illegible] March, [illegible]

[illegible] meeting.

[illegible]

[illegible]

Attest:

[illegible]

I, the Secretary of [illegible] Company [illegible] March [illegible]

Secretary

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

I, the secretary of the [illegible] Company do hereby certify that this is a true and correct copy of the Resolution passed by the Board of Directors at its special meeting March 2, 1962.

STULTS, JAYNE & MURPHY
ATTORNEYS AT LAW
416 S.E. MAIN STREET, ROSEBURG, OREGON
AND
MEDICAL-DENTAL BUILDING, REEDSPORT, OREGON

RECEIVED
FEB 27 1964

FOR FILING

February 27, 1964

Tom Lillebo Construction Company
Box 45
Reedsport, Oregon

Gentlemen:

In looking over Contract Nos. 6380 and 6383 it was called to my attention by the Assistant Chief Counsel that the Power of Attorney given by Mr. Tom Lillebo February 28, 1957, to Thomas F. Lillebo and Lee Clements, Jr., does not constitute legal authority from the corporation for them to sign for the corporation. It may be that this Power of Attorney was given by Tom Lillebo as an individual in connection with transfer of his contracts from him as an individual to the corporation.

We realize that this matter was gone into at considerable length several years ago and a contract was recently signed by Mr. Clements for Tom Lillebo. However, to clear up any possible legal complications, please furnish us an excerpt from the minutes of Tom Lillebo Construction Company, a corporation, authorizing Mr. Thomas F. Lillebo or Mr. Lee Clements, Jr., to sign contracts in behalf of Tom Lillebo, President of Tom Lillebo Construction Company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc Mr. William Jayne
Attorney at Law
Medical Dental Building
Reedsport, Oregon

George Rohde
Ivan Merchant

RECEIVED
JAN 31 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6383

January 30, 1964

Tom Lillebo Const. Co.,
P. O. Box 365
Reedsport
Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6383 for the following project:

Structure-grading-paving on the Hendricks Bridge Section of the McKenzie Highway in Lane County.

This award was based on your low bid of $416,617.60 which was submitted to the Commission on January 29, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 18 1964
FOR FILING

[illegible]

January 29, 1964

Mr. Porter:

Hannan Bros.' bid on Hendricks Bridge contained an error of $35,000. This places Tom Lillebo as low bidder.

LPS

NOTED
R. L PORTER

RECEIVED
OCT 18 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Prefix 20-1499
Date 10-4-63

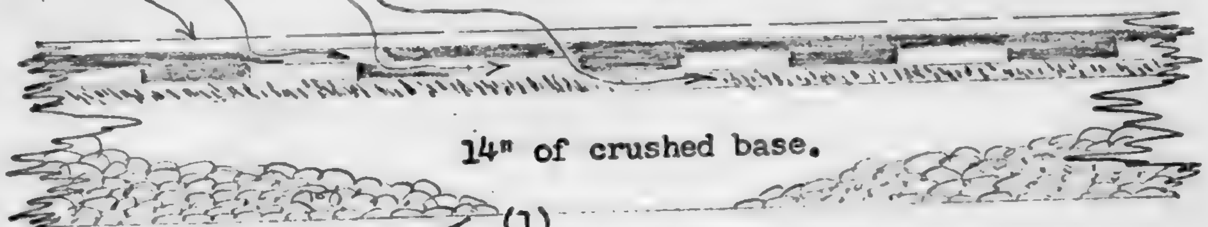
Section HENDRICKS BRIDGE SECTION Highway McKENZIE (FA 5) County LANE

Res. Engr. G.H. Worth Approx. Length of Project 0.82 Miles. Sta. 583± to Sta. 627±

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (LOGGING)

WHERE EXISTING ROADWAY
IS UTILIZED - 1½" minimum
A.C. overlay.

1½" of A.C. (Future-when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (incl. binder.)



Clayey Silt

(1)
Typical Soil

34	LL
5	PI
99	% P 10
80	% P200
1	% Gravel
1	% C Sand
18	% F Sand
55	% Silt
25	% Clay
25	"R" Value (Corrected)

AASHO CLASSIF. - A-4 (8)

Other Traffic Classif.	Total Thickness Requirements.
Heavy	17"
Medium Heavy	14½"
Medium	12"
Light	9½"

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			3½ 2 14	AC Lev Cr Base
19½		Future	19½ 1½	PRESENT AC
			21	FUTURE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

NOTED
LLOYD P. SHAW

Submitted by J W Yarbrough
Staff Assistant

Recommended by S. L. Decker
Asst Construction Engineer

Recommended by
Engineer of Materials

Approved by
ASSISTANT ~~Deputy~~ State Highway Engineer

B.P.R.
cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer.

PAVEMENT TYPE SELECTION

HENDRICKS BRIDGE SECTION
McKENZIE HIGHWAY
LANE COUNTY

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 3100 1980 ADT 5890 % Heavy Vehicles 15
(NOTE: Increase classification one step for heavy logging use) (LOGGING AREA)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual Precipitation ~~Rainfall~~ 60"±

4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6 an A.C. wearing surface has been selected.

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OCT 1 1963
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FORM E-30 50M 11-61 40230

#3-1604

313

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1963

SUBJECT: Hendricks Bridge
McKenzie Highway

To: Tom Edwards
Assistant State Highway Engineer
Salem, Oregon

A non-skid surface has been applied to both east and west approaches to the Hendricks Bridge at milepost 11.47, McKenzie Highway as per your letter of February 27, 1963.

Carl M. Williams

Carl M. Williams
Assistant Division Engineer

CMW/mlp

NOTED
LLOYD P. SHAW

NOTED
TOM EDWARDS

RECEIVED
SEP 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 20M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 8, 1963

SUBJECT: Traffic Conditions
McKenzie Hwy. - Hendricks Bridge
US126 - Hwy. #15 - M.P. 11.21 - 11.70

TE 935

To: Tom Edwards
Asst. Highway Engineer
BUILDING

I am attaching Rulien's interoffice of January 31 to me and a report of Glen Clark's regards the situation at the subject location.

In the light of the accident experience particularly (which have all been icing conditions) plus the fact that the existing bridge will have to serve through at least another winter season, installation of automatically controlled ice signs is probably in order.

The estimated cost of such installation is $2400. I would point out that of this total amount approximately $1500 thereof is for the control equipment and signs, which would be salvable and available for use at other locations.

F. B. Crandall
F. B. Crandall
Traffic Engineer

EBC:njc

Attachments

Hunter 3/7/62

Suggest we do this under regular sign maintenance on or approx Oct 1, 1962

Rul/16?

Do you have the money

TE

Yes if we can consider this extra gang

Noted	DE	ADE	ADE	DDE

FEB 15 1963

RECEIVED
FEB 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 - 1963

FOR FILING
20-1044

SPRINGFIELD CHAMBER OF COMMERCE
412 MAIN ST. - BOX 155
SPRINGFIELD, OREGON

July 30, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

On behalf of the Roads and Highways Committee of the Springfield Chamber of Commerce I wish to thank you, personally, and the Oregon State Highway Department for the prompt study and action taken on our, and others, request for replacement of the Hendricks Bridge on the McKenzie River Highway.

The recent announcement by the Highway Department concerning the construction of the new bridge was greeted with great pleasure and enthusiasm by the citizens of this area.

We were also most gratified to hear that the intersection of the Clear Lake Cutoff and the South Santiam Highway will be improved shortly.

Again, our thanks for your interest in our area and for the fine highway construction program being carried on.

Very truly yours

Leonard Wildish

Leonard Wildish, Chairman
Roads and Highways Committee

LW:lj

L D
COOPER

NOTED
R. L. PORTER

RECEIVED
AUG 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

RECEIVED
AUG - 1 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1963

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 63-184-Se

Phone 364-2171
Extension 1501

FOR IMMEDIATE RELEASE July 24, 1963

The Oregon State Highway Commission announced today that it would let a contract later this year for a new bridge to replace Hendricks Bridge on the McKenzie Highway east of Springfield.

Forrest Cooper, state highway engineer, said the new bridge would be located just downstream from the existing structure over the McKenzie River. The present bridge is only 19 feet wide. The proposed new one will be 32 feet wide, making it completely adequate for present-day traffic on the highway.

The new bridge will be of reinforced concrete and will have a five-foot walk on one side for pedestrian traffic. The estimated cost of the structure is $650,000, including new approaches to it.

Cooper said the Highway Commission plans to let the contract on the bridge late this fall and hopes to have it open to traffic by the late fall of 1964.

# # # #

NOA
Item

RECEIVED
JUN 12 1963
FOR FILING

20-1004
"
6313

June 7, 1963

Oregon State Highway Commission

Survey Road
271

Gentlemen:

The survey on the Hendricks Bridge Section of the McKenzie Highway in Lane County has been completed. A public hearing is not required.

The length of this section is 0.87 mile and the estimated cost is $600,000. I am attaching a map for your information.

I recommend your approval of the survey and authority to acquire the necessary right of way.

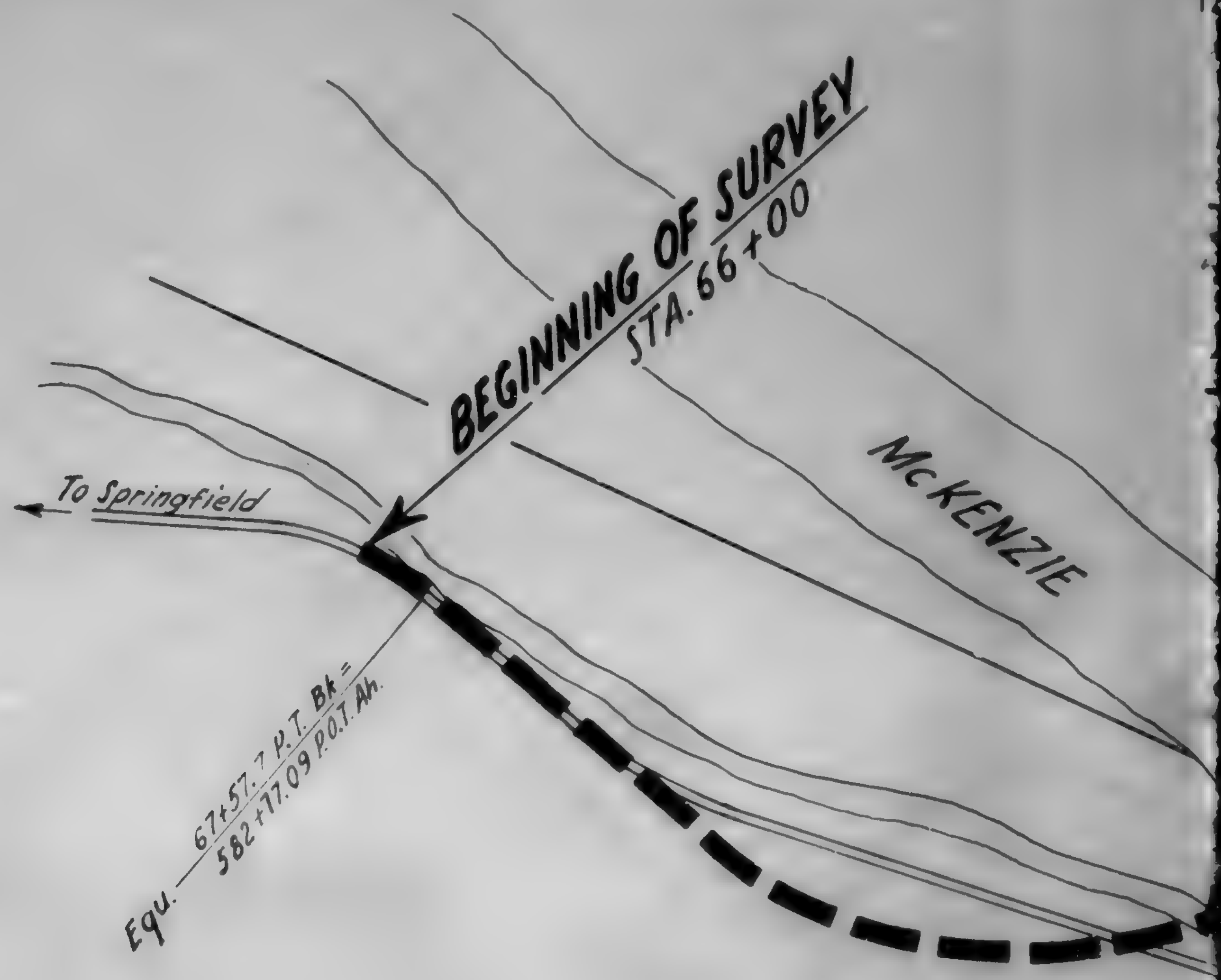
Very truly yours,

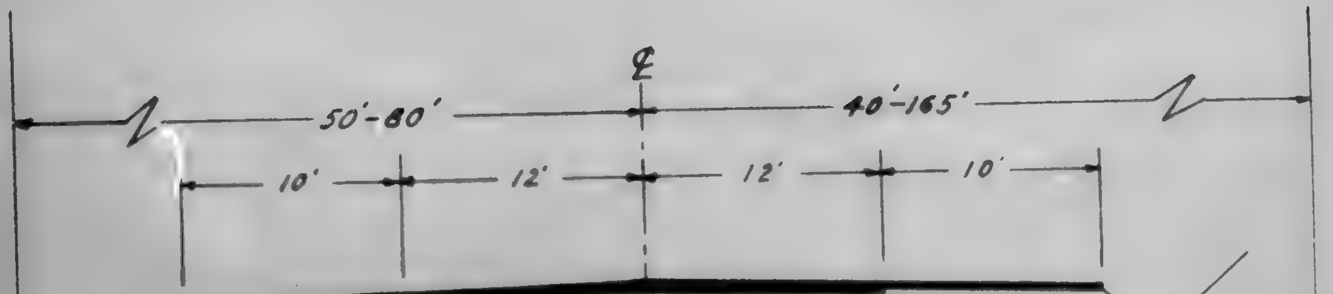
Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
W. T. Wright
C. H. Maison

RLP:ms bbc


BEGINNING OF SURVEY
STA. 66+00
McKENZIE
To Springfield
Equ. 67+57.7 P.T. Bk = 582+17.09 P.O.T. Ah.


℄
50'-80'
40'-165'
10'
12'
12'
10'

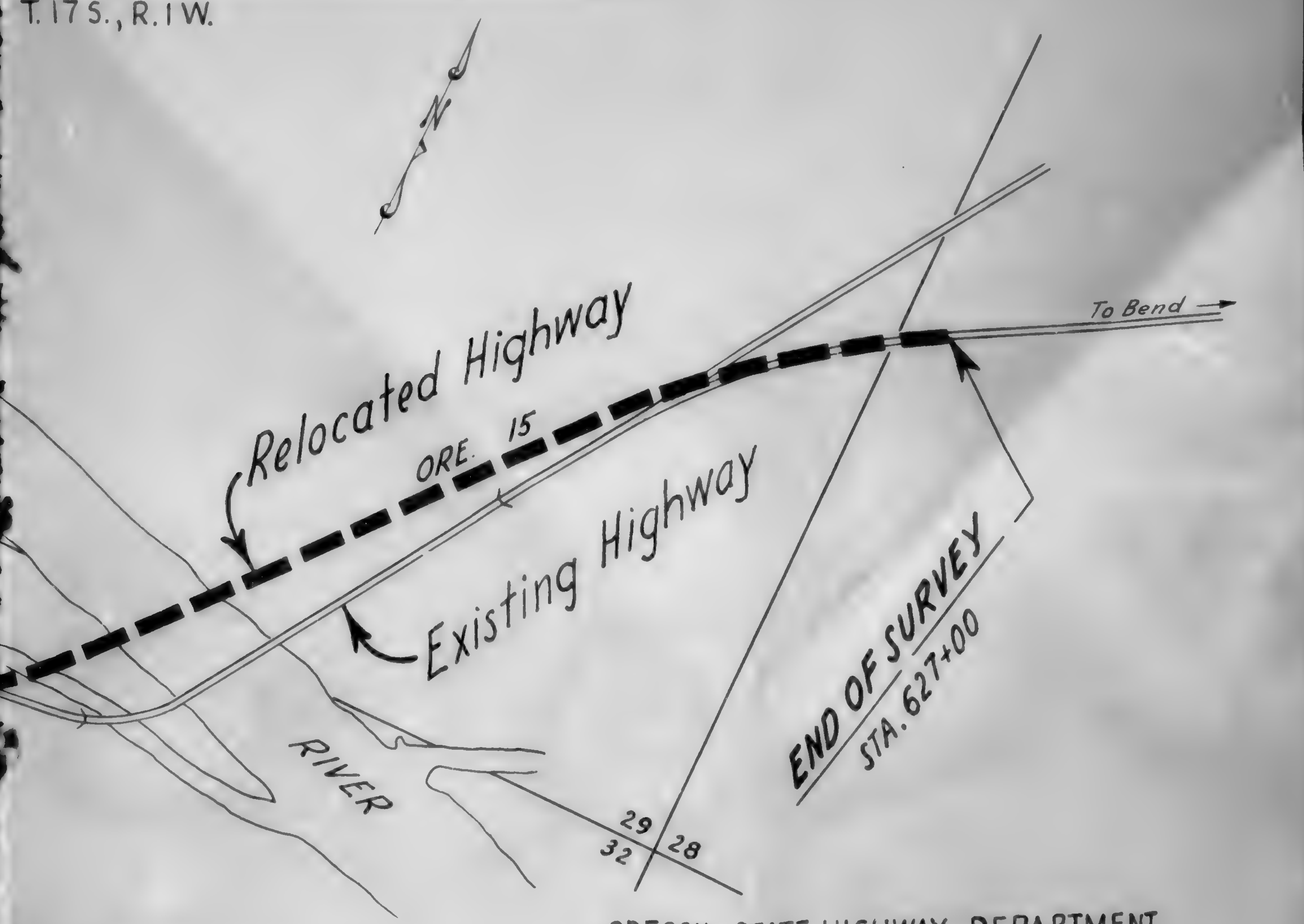
TYPICAL SECTION

Public Hearing
System Action
County
State Highw
Bureau of P

Throughway Res
Access Control

DEPUTY
Dat

0.87 Mi.


T. 17 S., R. 1 W.
N
Relocated Highway
ORE. 15
Existing Highway
To Bend
END OF SURVEY
STA. 627+00
RIVER
29
28
32

g — *None Required* —
n — *None Required* —
hway Commission *None Required*
f Public Roads *None Required*
Resalution — *None Required* —
rol — — — *Limited* — —

APPROVED

UTY STATE HIGHWAY ENGINEER
Date: APR 18 1963

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

HENDRICKS BRIDGE SECTION
McKENZIE HIGHWAY
LANE COUNTY

Scale: 1" = 400'　April, 1963

DRG. NO. 1R-5-1661

For details see Drg. No. 8B-28-9 March 1963

RECEIVED
MAR 29 1963

FORM E-30 50M 11-61 40230

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1963

SUBJECT: Hendricks Bridge
McKenzie River

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

The McKenzie River at the bridge site drains 1095 square miles (revised 1960). The Geological Survey operated a rated gage here from 1905 to 1915 and the Weather Bureau had kept records of river stage from 1918 to 1934 and from 1943 to 1953. The largest measured discharge was 73,800 cfs and occurred during the flood of November 22, 1909. However, based on records at Vida and Coburg, the flood of December 28, 1945, crested at about 75,800 cfs at Hendricks Bridge.

The stage-discharge relationship at the site is rather confused, because of shifting bars in the river, the existence of several gages at different datums over the years and the fact that some of the readings reported for these gages were not taken at the crest of the floods. The Weather Bureau readings for the floods of December 1945 and November 1953 are 13.22 feet and 14.94 feet, respectively. Neither of these readings represents the crest of the flood. The 1945 flood was much the larger in discharge. From a high water measurement of 572.2 for the 1945 flood at the north end of the bridge, corrected to 572.5 for the 1947 adjustment, the peak stage for this flood should have been about 18.7 feet.

Following is a tabulation of floods, probable elevations and discharges and the reduction in discharge and elevation due to regulation from Cougar Reservoir and from Cougar, Blue River, and Gate Creek Reservoirs. Cougar regulation will be effective in the fall of 1963. Blue River and Gate Creek may be quite some distance in the future.

The projected elevations in this tabulation are only approximate because, as has been pointed out previously, the stage-discharge relationship at this site is variable.

NOTED
P. M. STEPHENSON

Date	Peak Discharge Cfs	Elevation	With Cougar Reservoir Cfs	Elevation	With All Reservoirs Cfs	Elevation
11-22-09	73,800	572.6	55,000	568.7	41,000	566.6
1-1-43	60,700	567.2	45,000	567.2	33,000	565.3
12-28-45	75,800	572.5	56,000	568.8	42,000	566.7
12-22-55	61,800	568.2	46,000	567.4	34,000	565.4
2-10-61	49,800	568.1				
2-3-63	23,800	563.5				
25-year	71,000	570.7	53,000	568.4	39,000	566.4
50-year	80,000	571.8	60,000	569.4	44,000	567.1
100-year	90,000	573.0	69,000	570.5	49,000	567.8

The Corps of Engineers has prepared a small levee project under Public Law 685 which, if authorized, would restrict overflow of the right bank of the river for about two miles upstream from the bridge site. However, the levee stops short of the bridge site by about 2500 feet so flooding of the right bank at the site would still take place. Benefit would be derived from the fact that the high water elevation in the vicinity of Station 619 would be reduced. In 1955, the water almost went over the highway at this location. At this point, the water level is a function of the backwater created by the approach road bridge right of Station 614+50. This overflow is approaching the main structure from the northeast.

The levee could not be constructed before the summer of 1964 at the earliest.

In preparing the backwater and velocity curves which are enclosed, three lengths of structures were considered; the first computation was on the basis of a main bridge with toes of fill at Stations 602+50 and 606+75 and an overflow structure with toes at Stations 612+50 and 613+50. The second arrangement also utilized this overflow structure but the main bridge was lengthened to have the fill toes at Stations 602+00 and 607+50. The third trial eliminated the overflow structure and placed the entire opening in the main structure between Stations 602+00 and 610+00.

The overflow structure is located so as to handle the flow coming through the bridge on the approach to the state park. I feel that the discharge from this structure is probably distributed across the flood plain rather than being concentrated at one point. Also, in the backwater computations, the effect of this structure is rather inconsequential. I would, therefore, recommend that only the main structure be considered.

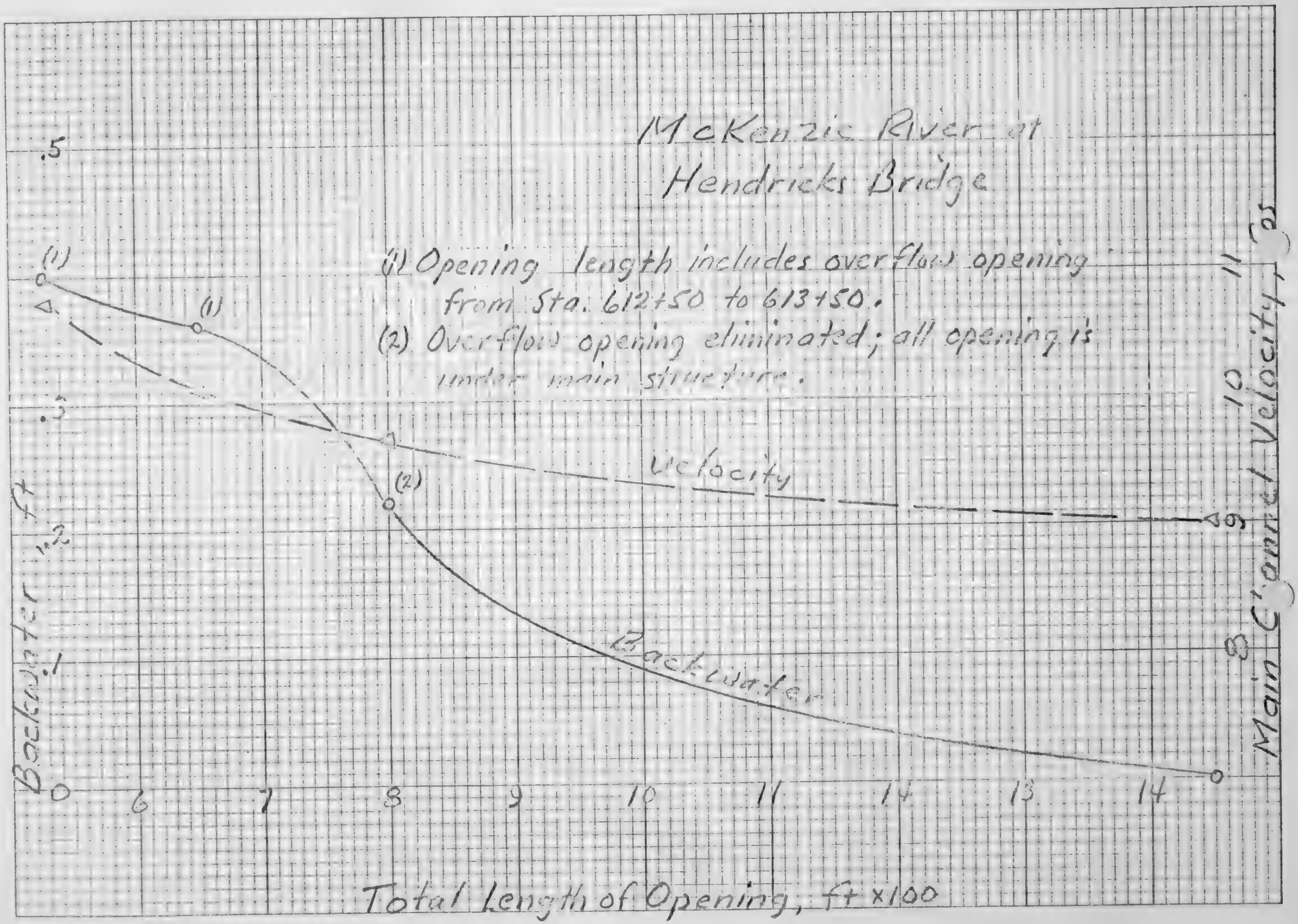
If the Corps of Engineers levee project is ignored, I would recommend a structure with fill toes at Stations 602+00 and 610+00. Making allowance for the levee, I would recommend a structure with fill toes at Stations 602+00 and 608+50.

John C. Jenkins

John C. Jenkins
Assistant Research Engineer

JCJ:bbc
cc: I. D. Merchant

CLEARPRINT PAPER CO. NO. C3180. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS



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FEB 28 1963
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 8, 1963

SUBJECT: Traffic Conditions
McKenzie Hwy. - Hendricks Bridge
US126 - Hwy. #15 - M.P. 11.21 - 11.70

TE 935

To: Tom Edwards
Asst. Highway Engineer
BUILDING

I am attaching Rulien's interoffice of January 31 to me and a report of Glen Clark's regards the situation at the subject location.

In the light of the accident experience particularly (which have all been icing conditions) plus the fact that the existing bridge will have to serve through at least another winter season, installation of automatically controlled ice signs is probably in order.

The estimated cost of such installation is $2400. I would point out that of this total amount approximately $1500 thereof is for the control equipment and signs, which would be salvable and available for use at other locations.

F. B. Crandall
Traffic Engineer

FBC:njc

Attachments

Copy to [illegible] 3-27-62

Hunter 3/27/62 Suggest we do this under regular sign maintenance on or after Oct 1, 1962

Rulien Do you have the money / E

Yes if we can consider this extra gang

Mr. [illegible] Edwards

RECEIVED
FEB 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

	DE	ADE	ADE	DOE

FEB 15 1963

FORM E-30X—50M—3-62 49609

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 30, 1963

SUBJECT: Traffic Conditions
McKenzie Highway - Hendricks Bridge
US126 - Highway No. 15 - M.P. 11.21
to M.P. 11.70
TE935

To: L. R. Chandler
Division Engineer
Office

Attached is a letter dated November 23, 1962, from Mr. Guy M. Wright, Springfield Chamber of Commerce, requesting temporary measures to improve conditions at the subject location until the Hendricks Bridge is reconstructed.

An investigation was conducted during March of 1961 resulting in the upgrading of the advance signing, placing zebra boards and delineation. In the five year period from 1-1-56 to 1-1-61, there were 31 reported accidents in this area. 18 of these accidents occurred on the bridge proper when the surface was wet or icy. Of these, eight occured during icy conditions. Since the improvement mentioned above during the 16 month period from 5-1-61 to 9-30-62, eight accident have occurred. Four of these when there was ice on the pavement, and four when it was wet. There were no persons injured in these eight accidents. Since receiving the latest collision diagram, a headon accident occurred immediately west of the west end of the Hendricks Bridge on November 7, 1962 at 8:00 A.M. when the pavement was icy.

The location survey is now under way for the relocation and reconstruction of this bridge. The project is, as far as can be determined, to be let in the near future. Under ideal conditions, this would still mean at least one more winter before the current location would be abandoned.

On January 8, 1963, I called Mr. Wright and determined that he was cognizant of the fact that the bridge would be rebuilt in the near future, but was still concerned about conditions at the present location. Mr. Wright was not especially concerned, but wanted to make sure that we had considered thoroughly any further improvements that could possibly be made. I indicated to him that we would conduct an investigation and update our accident information and see if any further steps were necessary.

RECEIVED
FEB 1 1963
TRAFFIC ENGINEE

In view of the fact that we will have at least one more winter before this bridge will be reconstructed and that the previously mentioned improvement in signing and delineation has not shown a marked improvement as far as accidents during icy conditions; it is recommended that this bridge be bracketed with thermostatically controlled mast arm mounted, "ICE" signs. I suggest that this recommendation be transmitted to Mr. Crandall for his concurrance, so that a design and cost estimate could be obtained.

Glen L. Clark
Glen L. Clark
Division Traffic Engineer

GLC:lf
Attach.

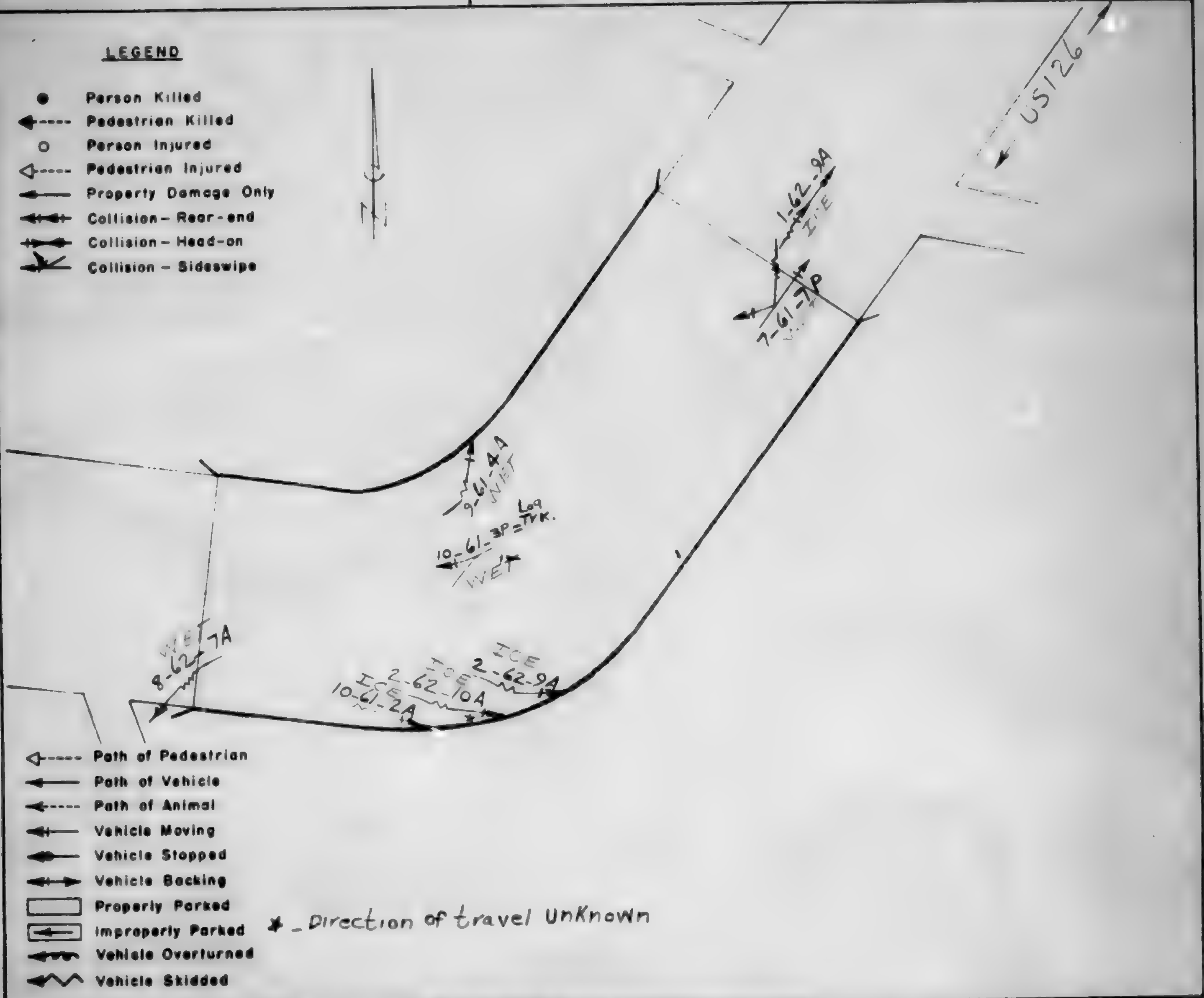
cc: W. C. Widdows
D. J. Sage

RECEIVED
FEB 1 1963
TRAFFIC ENGINEERING

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ____________ County Lane
Intersection of US126 and Hendricks Br. Section
Highway Number 15 M.P. 11.31 To M.P. 11.68
Period Covered 5-1-61 To 9-30-62
Compiled by C.S. Drawn by ____________ Date 12-3-62


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
N
US126
1-62-9A
ICE
7-61-7P
9-61-4A
WET
10-61-3P = Log TRK.
WET
8-62-7A
WET
ICE
2-62-9A
ICE
2-62-10A
ICE
10-61-2A
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

* _ Direction of travel Unknown

Collision Type	5-1-61 To 12-31-61				9 Mos. 1962												TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end							1	1											1	1
Sideswipe			2	2															2	2
Turning Movement																				
Parking																				
Non-collision							1	1											1	1
Fixed Object			2	2			2	2											4	4
Pedestrian																				
Backing																				
Misc.																				
TOTAL			4	4			4	4											8	8

RECEIVED
JAN 4 1963

FOR FILING

LOCATION PROSPECTUS
HENDRICKS BRIDGE SECTION
McKENZIE HIGHWAY
LANE COUNTY
PREFIX NO. 20-1459

The following prospectus is submitted concerning the above-mentioned section of the McKenzie Highway which is a State Primary facility on the Federal-aid Primary system. This portion of highway is not on the throughway system. The westerly terminus is at Station 70+00, approximate M.P. 11.00, which point is 0.35 mile westerly of the west end of Hendricks Bridge. The easterly terminus is at Station 630+00, approximate M.P. 11.9, which point is 0.3 mile easterly of the east end of Hendricks Bridge. The overall length is 0.9 mile. Station equation 99+34.4 = 613+97.2.

This will be a location survey to prepare plans, specifications and estimates for grading, paving and construction of a new structure on new alignment. There are no towns or airports affected by this project.

The general route, laid in the Salem office, traverses southerly of the existing highway, crosses the existing highway and the McKenzie River on a new bridge and ties back in to the existing highway near Millicans Corner. Preliminary soils reconnaissance samples have been submitted to Salem. Additional routine soils investigations will be made to supplement existing data. Special drainage and soils studies will be made where required. An economic analysis is not needed at this time.

The 1960 ADT is 2,100 and the projected 1980 ADT is 4,000.. Traffic and alignment warrant a Class "A" highway with maximum grade and curvature of 5 per cent and 5 degrees respectively. This will be a two-lane highway with a typical section consisting of two 12-foot travel lanes with 10-foot shoulders. Shoulders will be treated with a minimum of 1-1/2 inches of asphaltic concrete full width. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle data of the existing facility are approximately 30 feet and 100 degrees respectively. Characteristic data for the proposed work will be determined during the survey.

This will be a two-lane highway providing direct access to the pavement limited as to location and width and unrestricted as to land use. There are no interchanges or railroad crossings. A major stream crossing of the McKenzie River will be made adjacent and downstream from the existing Hendricks Bridge.

The tentative base design for construction is:

NOTED
FORREST COOPER

Paving	3-1/2"	AC
Top Course Base	2 "	Level
Bottom Course Base	14 "	Coarse Base
Total Depth	19-1/2"	

(Base design is subject to change upon completion of soils investigation.)

The paving will be done in stage construction with an additional top of 1-1/2 inches of asphaltic concrete being applied at a future date when conditions warrant.

Materials are available from commercial plants in Springfield. Additional sources of material will be investigated during the survey.

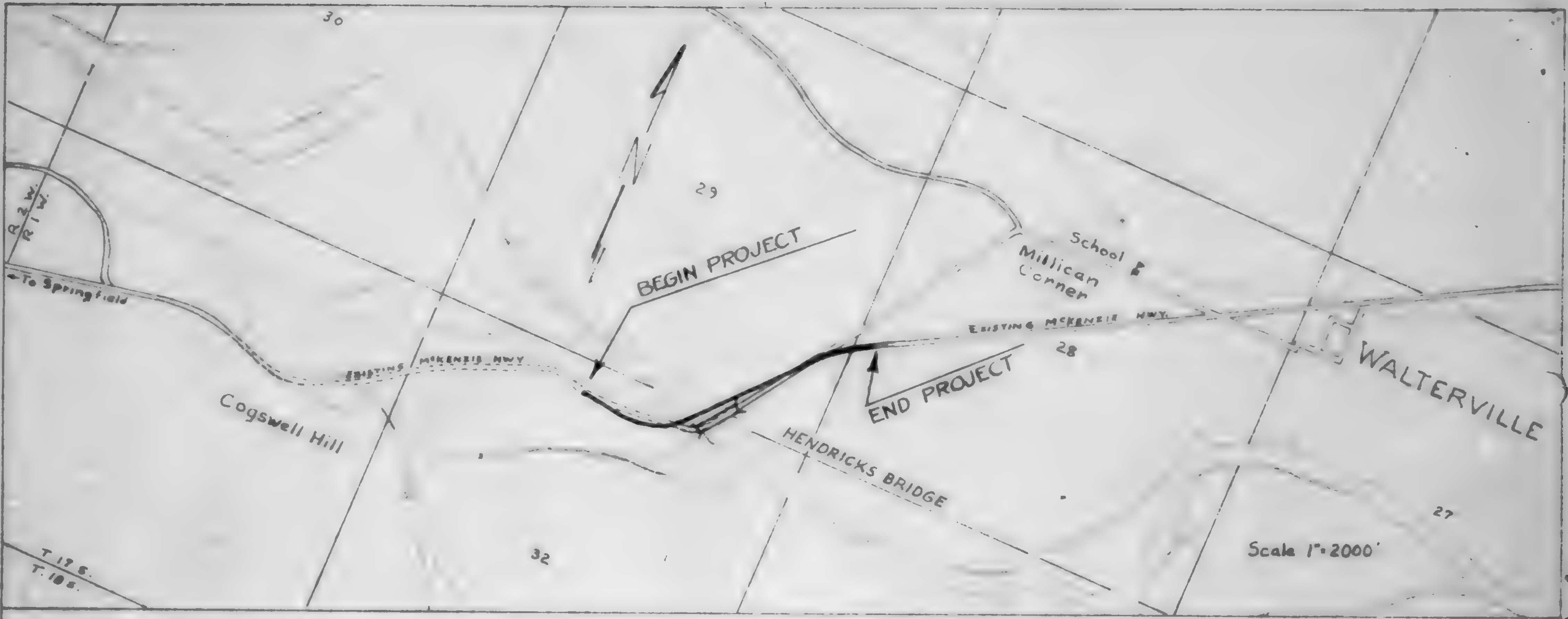
Agreements with Lane County will not be required.

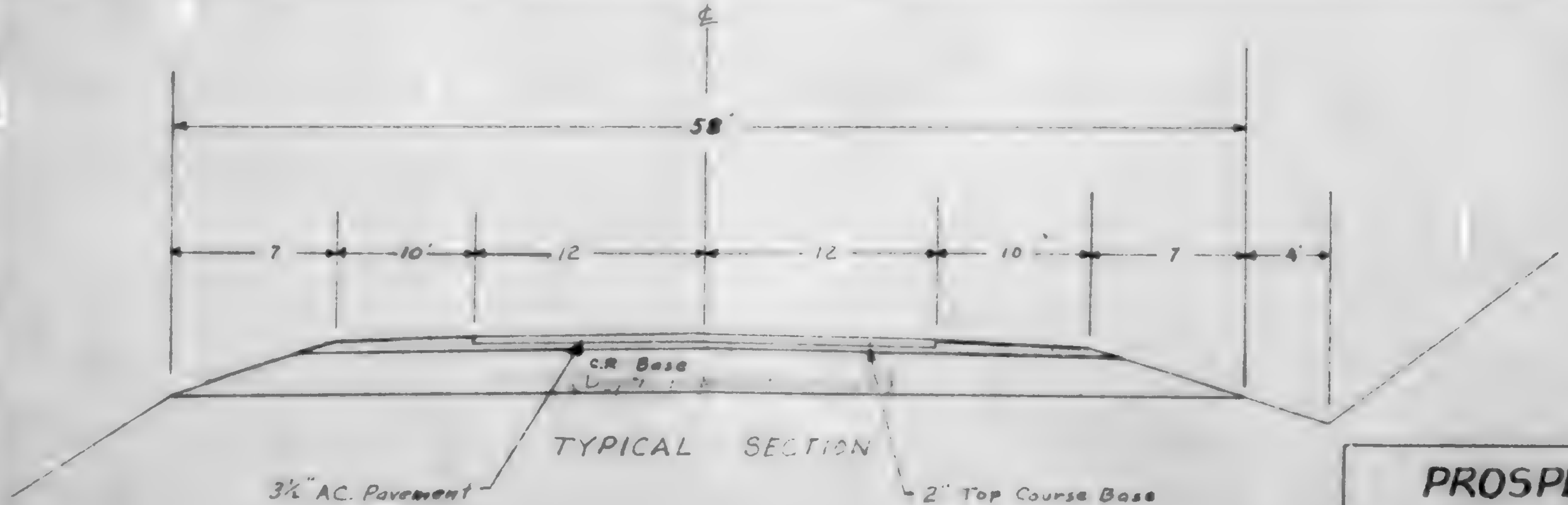
Hendricks Bridge Forest Wayside will be affected by this project.

NOTE: Cogswell Hill-Hendricks Bridge prospectus is void.

January 2, 1963.
Attachment
cc: Forrest Cooper ✓
R. L. Porter (2)
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young
F. D. Morgan

RECEIVED
JAN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER


30
29
28
27
32
BEGIN PROJECT
END PROJECT
School
Millican Corner
Existing McKenzie Hwy.
Existing McKenzie Hwy.
WALTERVILLE
Cogswell Hill
HENDRICKS BRIDGE
← To Springfield
R 2 W
R 1 W
T 17 S.
T 18 S.
Scale 1" = 2000'


℄
58'
7
10'
12
12
10
7
4'
C.R. Base
3½" AC. Pavement
2" Top Course Base

TYPICAL SECTION

PROSPECTUS MAP

HENDRICKS BRIDGE SECTION

SPRINGFIELD - WALTERVILLE SECTION
McKENZIE HIGHWAY · LANE COUNTY
FEBRUARY 1962 · SCALE: AS SHOWN

GEARY H. WORTH, LOC. ENGR.

RECEIVED
JAN 2 1963
FOR FILING

December 31, 1962

Mr. Walter A. Commons, Superintendent
Springfield Public Schools
1030 G Street
Springfield, Oregon

Dear Mr. Commons:

Referring to your letter in which you express concern over the hazardous condition created by the narrow width of Hendricks Bridge, I wish to advise that the Highway Department has long been cognizant of this inadequate structure.

Our problem has been that there are many deficient highways and structures in the state and there have not been sufficient funds to eliminate bottlenecks as rapidly as needed.

Hendricks Bridge, as you know, is quite a long structure and would require a very substantial sum of money for replacement. We have, for the past several months, been studying deficiencies on a state-wide basis and also looking at the other side of the ledger to see what can be done to eliminate as many as possible.

The Hendricks Bridge matter will be given careful consideration and will be called to the attention of the Highway Commission. While no commitments can be made at this time, I know that the Commission will give very careful consideration to this much needed project.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Salem, Oregon
December 3, 1962

Mr. Forrest Cooper
State Highway Engineer
Office

A few days ago you asked for a report on the possibility of improving the situation at Hendricks Bridge on the McKenzie Highway. The problem is perhaps not as expensive as I had anticipated and for somewhere in the neighborhood of $600,000, an adequate structure with approaches thereto could be constructed.

Just where to find the $600,000 is a real problem, and the only suggestion I can make is the deferment of some of the work on the Q Street Route in Eugene. I don't believe that this would be feasible, and I am confident that we are going to have to continue along the present plan until we are paved at least as far as High Banks Road. At that time, consideration might be given to delaying work in that area in favor of Hendricks Bridge. This is, as I see it, about three years hence.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1962

SUBJECT: Cogswell Hill-Hendricks Bridge
McKenzie Highway
Lane County

To: Mr. R. L. Porter
Assistant State Highway Engineer

BUILDING

Estimated cost on a reconnaissance basis for the construction of the subject section is $1,630,000 for 2.12 miles which reflects a two-lane facility having right-of-way adequate for eventual conversion to four lanes. A sketch map depicting the limits of this section is attached. From a previous investigation, the annual roadusers' costs indicate that the route as shown is the most economical with respect to either the two-lane facility or the four-lane facility.

It will be noted from the sketch map that the proposal has been segregated into two units with their respective costs as follows:

	Unit A-B		Unit B-C	
Length, Miles	0.30		1.82	
Grade and Pave	$ 60,000		$ 870,000	
Structure	- - - -		360,000	
Right of Way	100,000		240,000	
Est. Const. Cost	$160,000	+	$1,470,000	= $1,630,000

While Unit B-C comprises a complete construction unit being common with the existing facility at each end, construction of Unit A-B will be desirable to eliminate some adverse gradient.

Also from the sketch map, it can be seen that the new bridge (approximately 600-feet long) will parallel the old bridge just upstream. This will leave the old bridge in place as a detour during construction of a new structure.

It might also be mentioned that the area is subject to flooding and the proposal takes this into consideration.

In addition, an alternate to the above proposal is delineated in red on the attached sketch map. This alternate takes into consideration only the new structure and the approaches necessary to provide a reasonably good connection to the existing facility. Grades over the new structure are such that any future realignment on the southwesterly side of the present highway can be made with little or no disturbance to the structure. Estimated cost for this alternate is $570,000 as follows:

Length, Mile	0.57
Grade and Pave	$ 130,000
Structure	360,000
Right of Way	80,000
Est. Const. Cost	$ 570,000

F. D. Morgan
Construction Engineer

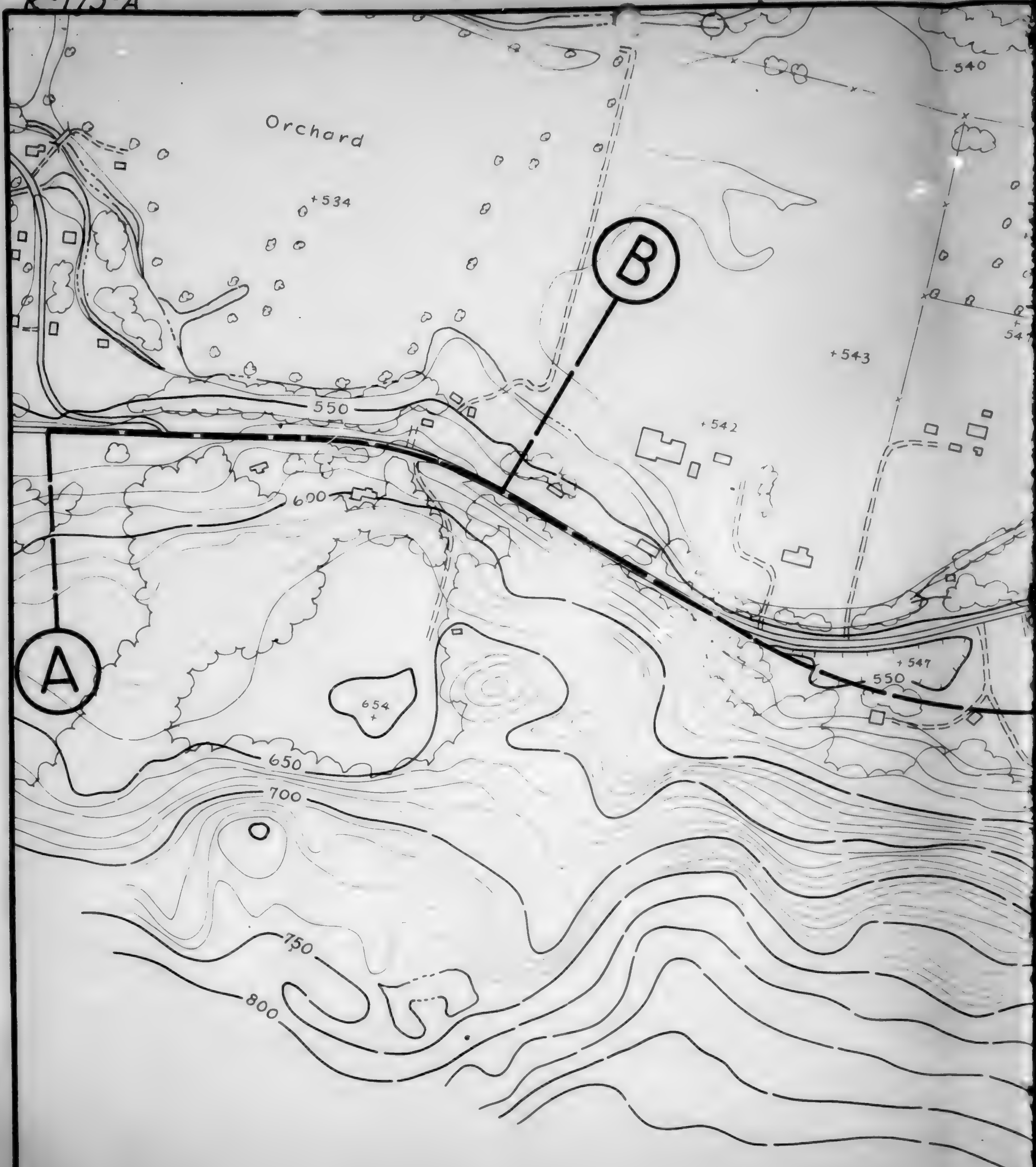
By

D. J. Barbee
Assistant Construction Engineer

WHT:bjh
Attachment

RECEIVED
NOV 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

R-173-A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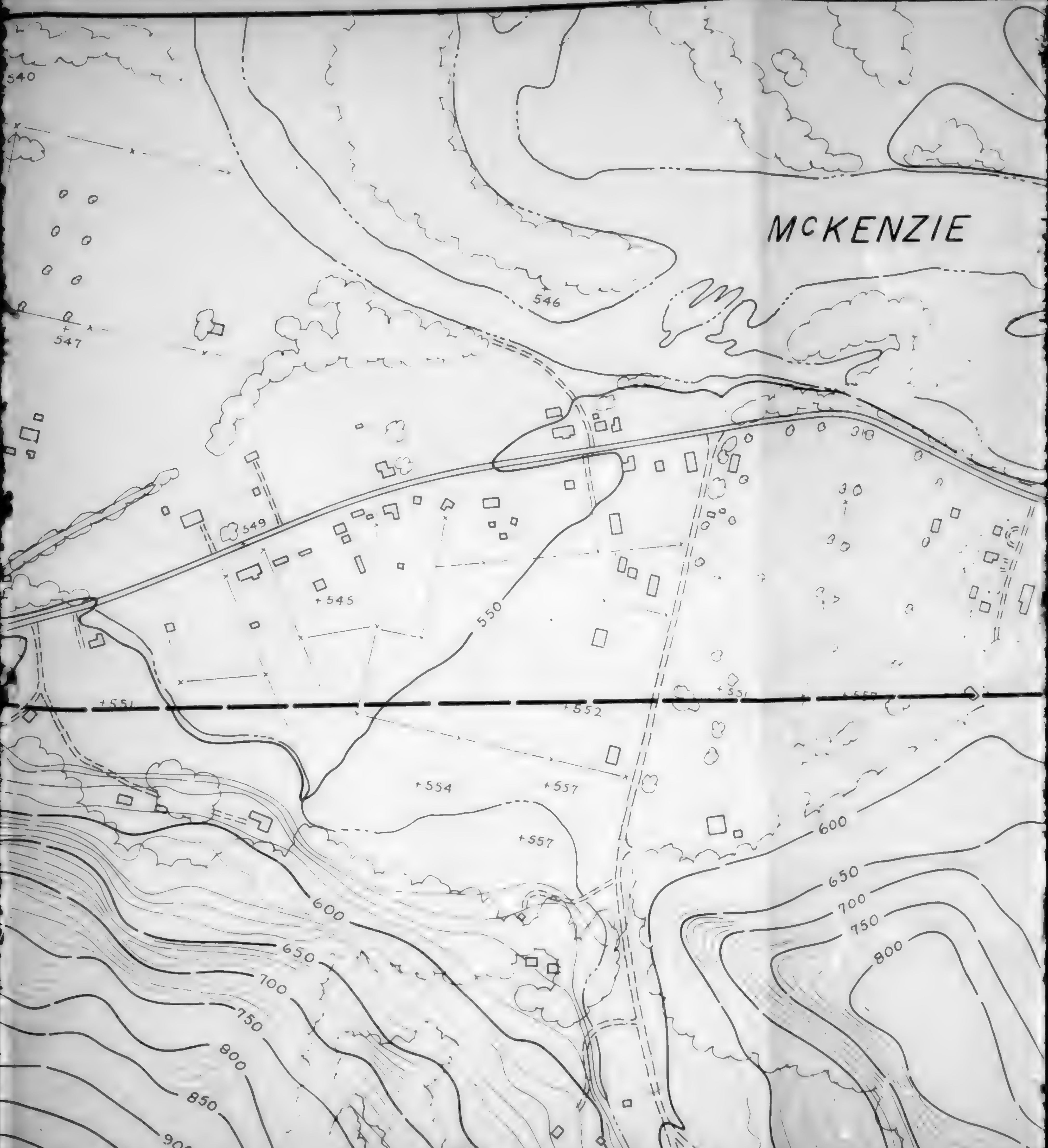
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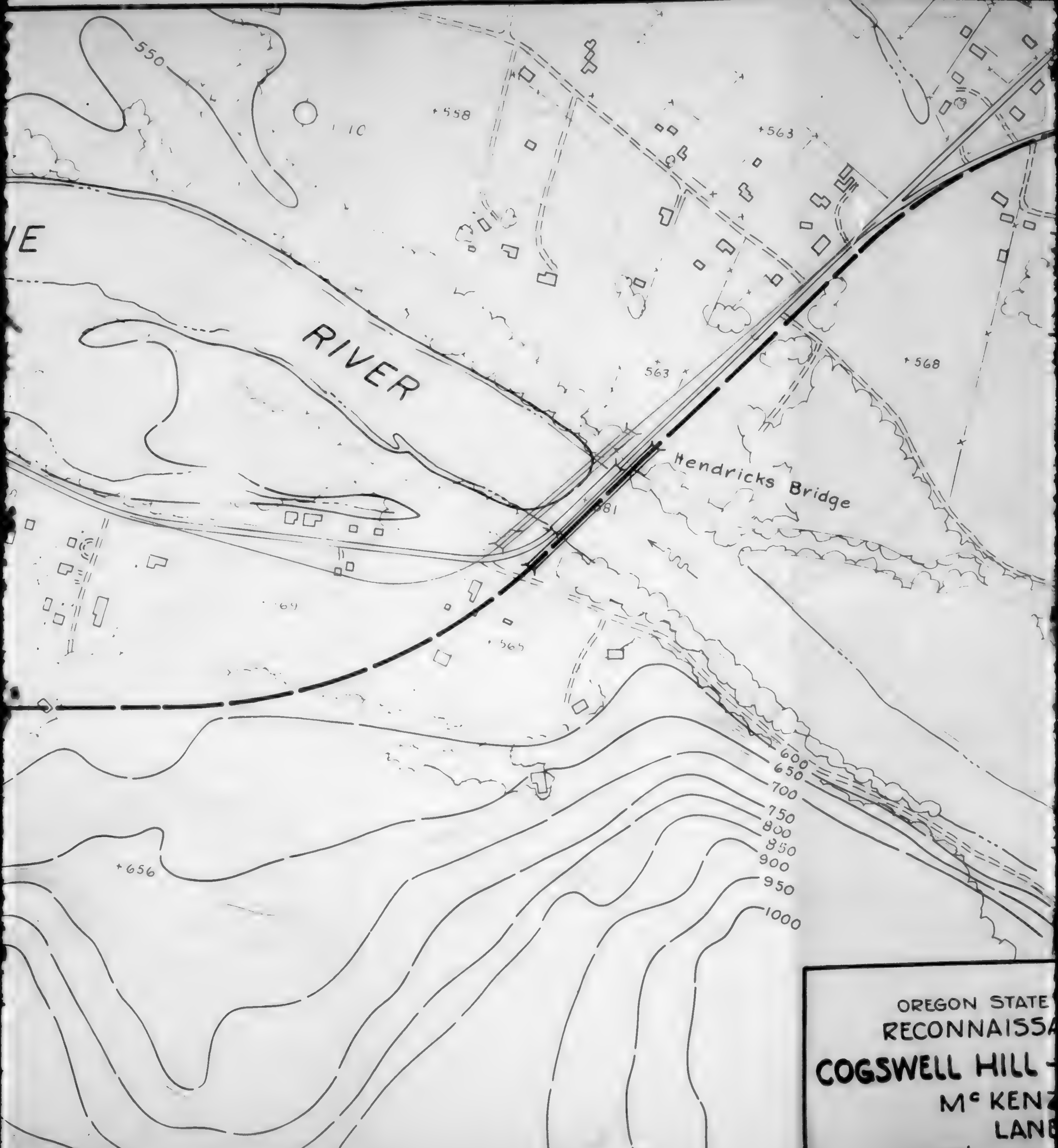
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OREGON STATE

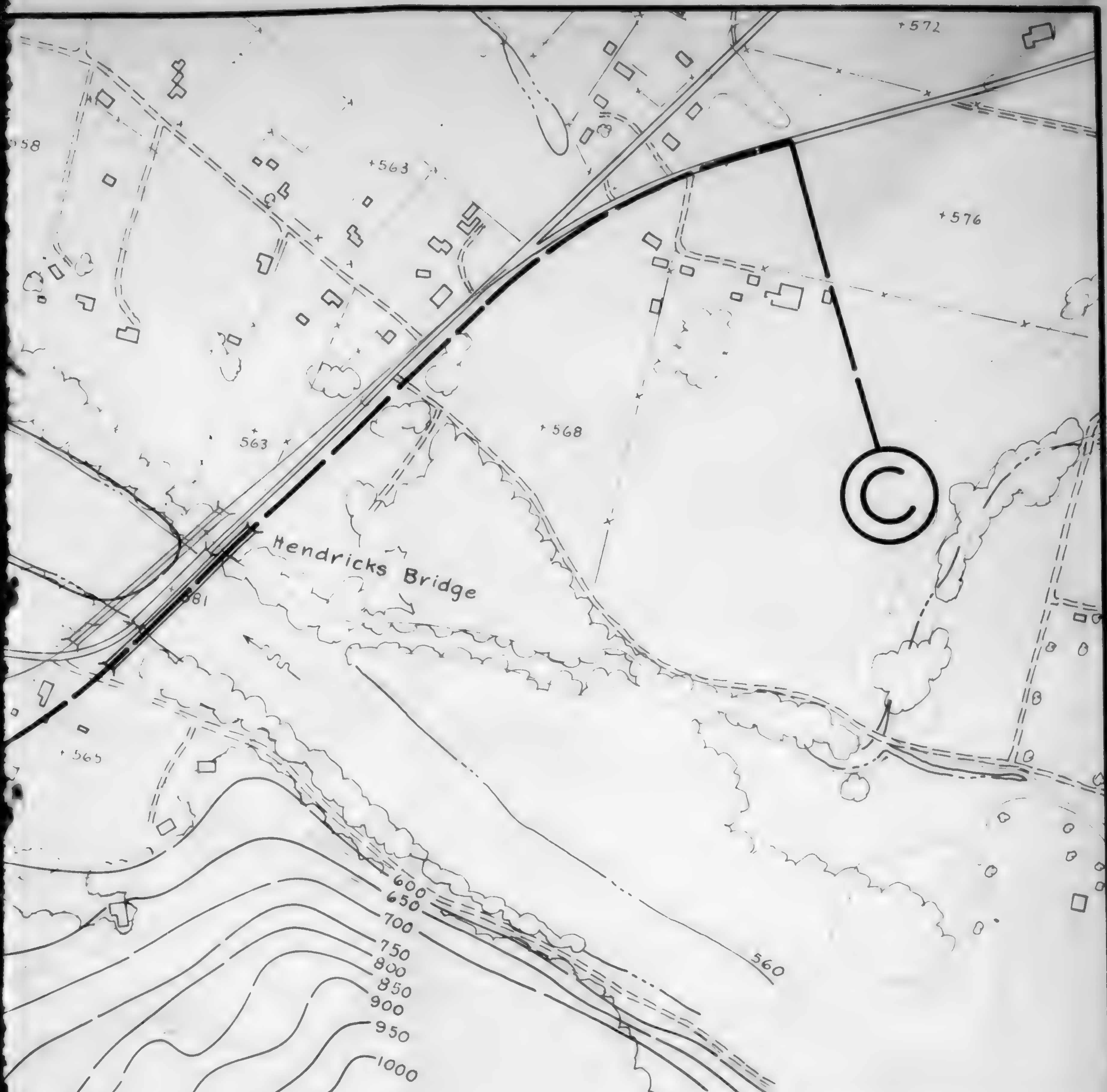
RECONNAISSA

COGSWELL HILL -

M^c^ KENZ

LANE

SCALE: 1"=400'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OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP
COGSWELL HILL - HENDRICKS BRIDGE
M^c KENZIE HIGHWAY
LANE COUNTY

SCALE: 1" = 400'

Nov. 1962

WALTER A. COMMONS
SUPERINTENDENT - CLERK

D. V. OLDS
ASSISTANT SUPERINTENDENT - INSTRUCTION
ELVIN T. WILLIAMS
ASSISTANT SUPERINTENDENT

SPRINGFIELD PUBLIC SCHOOLS
SCHOOL DISTRICT NO. 19
Administration Building
1030 G Street
SPRINGFIELD, OREGON

November 19, 1962

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The Board of Directors of Springfield Public Schools, District No. 19, Lane County, at a meeting held November 12, 1962, directed that the following information be forwarded to you.

> The School Board, and a group of concerned parents, believes that Hendricks Bridge on Highway 126 is extremely hazardous, particularly during the winter months, for children riding in school buses. The problem originates with inadequate width of the bridge and is compounded by icing and disregard for the speed limit as posted.
>
> Board members also point out that there is invariably ice on this bridge on clear winter nights where other portions of the highway are not icy and to the fact that a sign warning of "ice" is posted for twelve months of the year.

The Board of Directors is aware of future plans to replace the bridge but believes that a crisis exists now that could lead to a major tragedy before a new bridge is constructed. Therefore, the Board respectfully requests the State Highway Department to erect flashing amber lights at the approaches to Hendricks Bridge in an effort to more effectively warn motorists of the hazard.

The problem has existed for several years but is more acute now with greatly expanded school population and generally increased traffic on this highway.

Porter - Report

NOTED
R. L. PORTER

Your consideration is appreciated.

Very truly yours,

Board of Directors
Springfield Public Schools

Dr. Warren Glaede, Chairman
Mr. Jim Izett
Mrs. Mildred Holly
Mr. Don Ebbert
Mr. Gordon Vance

by Walter Commons
Walter A. Commons, Superintendent

WC/gs

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1961
FOR FILING

[illegible]

6383

October 18, 1961

Hon. Edward N. Fadeley
State Representative
312 Legal Center
Eugene, Oregon

Dear Mr. Fadeley:

In reply to yours of October 10 with reference to the Hendricks Bridge, I must advise you that the State Highway Commission has no plans currently for either widening of the bridge or changes of the approaches.

I am quite familiar with the inadequacies of this structure and wish that funds were available for constructing a modern bridge at this point.

Highway funds are quite limited, and, unfortunately, the demands always run far ahead of available money. There has been an unusually heavy demand for roads in Division 3, of which Lane County is a part, with many projects in the Eugene area needing immediate attention. I refer to such things as the connections to Eugene at the Ferry Street Bridge, completion of Route F, and construction of the Eugene-Springfield Secondary—to name a few. The funds available to the Highway Commission are somewhat circumscribed by the necessity of servicing bond indebtedness, and many needed improvements will have to wait until there is more money in the till.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Forrest Cooper
G. S. Paxson

LANE COUNTY ADDRESS
EDWARD N. FADELEY
312 LEGAL CENTER
Eugene

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

October 10, 1961

REFERRED TO
State Hwy Engr
BY [illegible]

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

I am inquiring about what plans there are about changing the approaches or bridge width of Hendrick's Bridge across the McKenzie River on U.S. Highway 26, a few miles East of Springfield, Oregon. If there are no specific plans to change these factors I would appreciate your direct answer that that is the case. If, on the other hand, there are plans I would appreciate your statement as to the estimated time that the work will be started and completed.

Sincerely,

Edward N Fadeley
EDWARD N. FADELEY

ENF/dg

RECEIVED
OCT 11 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1961
FOR FILING

[illegible]

6373

1700

May 10, 1961

Hon. Robert W. Straub
Oregon State Senate
Capitol Building
Salem, Oregon

Dear Senator Straub:

In reply to your letter of May 9 relative to Hendricks Bridge, we had a similar letter from Mr. and Mrs. Karl Byers with reference to this matter, also from the Editor of The Springfield News. For your information, I attach hereto a copy of the letter addressed to Mr. Munson, Editor of The Springfield News, of which a copy was sent to Mr. and Mrs. Byers.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

Enclosure

cc Forrest Cooper

ROBERT W. STRAUB
DEMOCRAT - LANE COUNTY

HOME ADDRESS
RT. 4, BOX 111
EUGENE, OREGON

COMMITTEES:
CHAIRMAN: MILITARY AFFAIRS
VICE CHAIRMAN: FINANCIAL AFFAIRS
MEMBER: AGRICULTURE
LOCAL GOVERNMENT

STATE OF OREGON
OREGON STATE SENATE
SALEM

NOTED
W. C. WILLIAMS

May 9, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Dutch:

I believe this letter is self-explanatory and I would only like to say that I agree with the opinion expressed in this letter. The Hendricks Bridge is an extremely narrow bridge for the type of traffic using it.

I would appreciate your giving this your early attention.

Sincerely,

Bob

Robert W. Straub
State Senator

RWS/mf

RECEIVED
MAY 10 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(51) S. Unit, Minnesota Fwy. Sec., 1964
304 Pacific Hwy. (Stone base, Pav.,
#6384 Struct., etc.) [redacted]

C&A
2695
C&A
2683

RECEIVED

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland, Oregon 97220

10401 N. E. Marx Street
ALpine 4-7315

file

3-6(51)
324
6384

May 20, 1966

REFERRED TO
L. H. Young
BY SECRETARY

any info you can give me?
TG

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In your letter of March 9, 1966, you advised us that liquidated damages would not be assessed against us on Contract 6384, the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

We would appreciate knowing when a post final estimate may be issued by the State Highway Department to take care of this matter.

Yours truly,

PACIFIC CONCRETE COMPANY

G. Robert Bussanich
G. Robert Bussanich
Office Manager

GRB:ew

RECEIVED
MAY 23 1966
OREGON
STATE HIGHWAY COMMISSION

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MAY 23 1966

SP*19102-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1966

SUBJECT: South Unit, Minnesota Freeway
Contract No. 6384
Assignment No. 359-M, 584-FBK

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

544

Regarding the last paragraph of the B.P.R. Final Report dated February 24, 1966 re Material Certification Report delays.

Project Completed	March 23, 1965
Semi-final Estimated Received Construction Office	April 9, 1965
Division Certification Signed by Benedict	September 21, 1965
Division Certification Received by Construction Office	September 22, 1965
Division Certification Sent to Materials Division	September 24, 1965
Project Certification Received by Office Engineer	February 10, 1966
Project Certification Sent to Bureau of Public Roads	February 14, 1966

Five month lapse between semi-final and Division Certification believed due to waiting for some material test certifications and results.

Four and one-half month lapse between Materials Division receiving Division Certification and sending Project Materials Certification to Office Engineering believed due mainly to heavy work load.

John H. Walker
John H. Walker
Assistant Construction Engineer

JHW:fp

P.S. Office Engineering also making report on this same subject. They are to advise us and both reports can go in together.

Discussed this with Walker
5-11-66 - [illegible]

FORM PR-33A (2)
(12-63)

cc: OSHD(Klaboe)
OSHD(Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

RECEIVED

REGION NO. 8	REPORT NO. 14	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-24-66	REPORT MADE BY H. A. Schell, Area Engr		PROJECT NO. I-5-6(51)304
COMPLETION DATE 10-31-64	ACCEPTANCE DATE BY CONTRACTING AGENCY 6-1-65	TIME ELAPSED 107	APPROVED EXTENSION(S) 118 cal. days
CONTRACT TIME 10-31-64	LOCATION Portland		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

SOUTH UNIT, MINNESOTA FREEWAY

This project involved the construction of structures, paving, signing, and illumination. The contract was awarded on January 30, 1964 and work began on February 17, 1964. The final contract cost including contingencies and engineering less liquidated damages was $2,100,906.80, 0.4% less than the authorized amount.

Overruns and Underruns:
The following is an explanation of overruns and underruns:

Item No. 1: Drainage Excavation, underrun 77%, due to the deletion of some perforated subdrains.

Item No. 5: Extra for Pipe under Pavement, underrun 57%, because several anticipated sections of pipe were in the general roadway excavation area, therefore eliminated.

Items Nos. 9 and 10: 8" Perforated Drain Pipe and Special Backfill in Drains, underrun 100% and 88%, respectively, because the excavated material behind the Alberta Street structure was granular and free draining.

Item No. 11: 3/4" Electric Conduit, underrun 100%, because 1" electrical conduit was substituted for this item to allow for the additional wiring capacity.

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Original [illegible]
G. E. Brown
[illegible] Engineer

Acceptance of the project is recommended.

H. A. Schell
Area Engineer

Project Accepted 3-7-66
Date

A. W. Parsons
[illegible] Engineer

Item No. 13: Galvanized Water Pipe, overrun 70%, due to extra lengths required to service future landscape irrigation systems.

Item No. 16: Concrete Inlets Type "P", overrun 175%, because of the city street grade and alignment adjustments.

Item No. 19: Reinforced Concrete Walks, underrun 57%, because actual field conditions for the connection to the structure walks were less than the estimated design quantities.

Item No. 24: Salvage and Reinstall Median Barrier, underrun 100%, because construction methods made it unnecessary to disturb the existing median barrier.

Item No. 26: Guardrail - Salvaged Barricade, underrun 100%, because it was necessary to protect traffic on existing detours while completing the designated guardrail construction.

Item No. 27: Salvage and Stockpile Type 1 Barricade, overrun 232%, because of the temporary detours and road closures.

Item No. 32: Salvage and reinstall guide posts, underrun 100%, because the guide posts were left in place on detours until all construction on the new project was complete.

Item No. 35: Sprinkling, overrun 28%, because being in a residential location it was necessary for dust control being held to a minimum.

Item No. 38: 3/4" - 0 Material in Binder, Item No. 39, RC-250 Asphalt, underrun 100%; due to the late season the A/C paving was to be completed.

Item No. 41: Class "C" Asphalt, overrun 117.5%, because of the added berm paving and the feathering required at connections with city streets.

The materials received for both record and job control samples indicated that materials substantially met pertinent specifications. The State certification that all materials used substantially met specifications was received on February 15, 1966. No concrete aggregate gradation record samples were taken but all tests on the final product concrete indicated compliance with strength requirements for Class "B" concrete. Two of 12 coarse crushed base gradation samples failed. It appears that the record samples were taken as controlling samples. The record samples taken indicated that adequate control was excercised over the project.

The total amount of work subcontracted was 48.9% of the total contract.

The reason for the time differential between completion of work and the final report is due to late submission of the materials certification by the State.

RECEIVED
APR 20 1966

FOR FILE

6384

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1966

SUBJECT: Overpayment on Contract No. 6384
South Unit, Minnesota Freeway
Pacific Concrete Co. and
Otis P. Jordan, Jr.

To: Mr. F. B. Klaboe
Assistant Highway Engineer

Building

Pursuant to your recent oral request, I have undertaken a consideration of what steps might now be properly taken with regard to the above problem.

Your attention is directed to the inter-department letter of December 29, 1965, from Mr. Rohde to Mr. Maison, where, among other things, the possibility was suggested that the overpayment might be recovered by means of a counterclaim in one of two actions presently pending against the State, where Pacific Concrete Company was plaintiff. Subsequent to that inter-department letter, Mr. Maison advised Mr. Johansen that he had been advised that such a step would be unadvisable.

Subsequently, the two pending law suits came to trial on February 17, and in both of those cases a favorable result was achieved, in that the trial judge granted our motions for involuntary nonsuit in both cases.

Thus, the present inquiry would appear to be, once again, whether the overpayments on the contract to Pacific Concrete and Mr. Jordan, as joint venturers, can properly be recovered by deduction from payments accruing to Pacific Concrete Company alone under Contract No. 6499, the south approach to the Astoria-Megler Bridge.

We believe that the opinion previously expressed in Mr. Rohde's letter of December 29, that such a deduction is not technically proper, is correct. However, as also mentioned in that letter, an exception may exist in this case because of the close relationship between Pacific Concrete Company and Otis P. Jordan, Jr.

We understand that there is at least a possibility that Pacific Concrete (and Mr. Jordan) might commence litigation against the State on the subject contract, No. 6384, the Minnesota Freeway job, to seek a remission of liquidated damages

4-13-66 Discussed with Porter and then instructed Maison to collect amt. due from Cont No. 6499.

FBKlaboe

and possibly recovery on some other claims. If that happens we could, of course, set up the overpayment as a counterclaim or offset to any claims which might be proved against the State. If, however, we should be successful not only in proving our counterclaim in such a case but in resisting all of the contractor's claims against us, we would still be in the position of having to collect a judgment on our counterclaim for the $3,376.04 in the event they refused voluntary payment.

If, meanwhile we deducted the overpayment on the subject contract from payments accruing under Contract No. 6499, we would have the money and Pacific Concrete and/or Mr. Jordan would be required to commence litigation to get it back from us. If action were brought against us, by reason of such retention on Contract No. 6499, we should be entitled to fully go into the question of the relationship between Pacific Concrete Company and Otis P. Jordan, Jr., as a defense to such an action, in order to show that the overpayment, nominally to Pacific Concrete and Mr. Jordan as joint venturers, was actually solely owned by Mr. Jordan and a corporation which is his alter ego.

Also, if we withhold the overpayment from payments accruing under Contract No. 6499, we believe that, as a practical matter, it is quite possible that the contractor would not see fit to commence any legal action against us. In this connection, it is noted that on December 1, 1965, when Mr. Maison wrote to the contractors advising of the overpayment, he afforded them the option of remitting the amount to us directly, "or if it would be more convenient for you, we will deduct this amount from our next payment to you on Contract No. 6499, Astoria approach to the Interstate Bridge. Would you please notify this office which of the two alternatives would be more suitable to you." We understand that Mr. Maison has subsequently written another letter on the same subject, and has never received any reply from the contractor.

Accordingly, the contractor, or either of the joint venturing contractors, would be in a poor position to complain about this retention, on the basis that the parties were not identical.

For the foregoing reasons, it is our recommendation that, although there is some possibility that we could eventually be proved wrong in court for doing so, the retention of the overpayment from payments accruing under Contract No. 6499 would be justified. Essentially, this is because (1) there is a substantial likelihood that we would eventually be proved right in court, and (2) from a practical standpoint, the risk of litigation over the question appears to be justified in view of the practicalities of the situation.

Frank
FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
C. H. Maison
G. E. Rohde
A. H. Johansen

RECEIVED
MAR 4 1966
OFFICE OF
STATE HIGHWAY [illegible]

RECEIVED
APR 11 1966
FOR FILING

[illegible]

6384

March 9, 1966

4/18

Pacific Concrete Company
and Otis P. Jordan, Jr.
10431 N.E. Marx
Portland 20, Oregon

#8

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6384 on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to March 2, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc A.E. Johnson
Wm. Maltby
L.H. Young
F.D. Morgan
C.H. Matson
Bureau of Public Roads

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 27, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(51)304
S. Unit Minnesota Freeway
Time Extension

Mr. Klaboe's letter of January 3, 1966, on the subject project, requested again our concurrence in an extension of the completion date which we have previously denied.

Your specifications indicate that the strike delays to other contractors, which made certain sections nonavailable to the contractor being considered, are not grounds for extending the completion date. All delays due to the strike were covered by the extension that was approved on December 8, 1965. It is not felt that the circumstances on this project are similar to the ones on Oregon Project I-5-1(52)04, where we approved extension of the completion date. The circumstances on that project involved an extensive overrun in embankment foundation excavation.

Our records show work suspension in effect from December 2, 1964 through March 8, 1965, and for March 22, 1965. We, therefore, concur in a waiver of liquidated damages for the periods during which these suspensions were in effect. Computations from our records, as shown on the attached summary, indicate 16 days are assessable to liquidated damages, as provided in the Special Provisions.

Enclosure

2-2-66 [illegible]

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Ltr, 1-27-66, Parsons to Cooper
Oregon Project I-5-6(51)304
Time Extension

SUMMARY OF DAYS

Calendar days, November 21, 1964 through December 1, 1964	11
Less Saturday, Sunday, and holidays	5
Days assessable to liquidated damages	6
Calendar days, March 9, 1965 through March 21, 1965	13
Less Saturday, Sunday, and holidays	4
Days assessable to liquidated damages	9
Calendar days (1 only: March 23, 1965)	1
Less Saturday, Sunday, and holidays	0
Days assessable to liquidated damages	1
Total days assessable to liquidated damages	16

RECEIVED
JAN 4 - 1966

FOR FILING
I-5-6(51) 304
6384

January 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
S. Unit, Minnesota Freeway
Section, Pacific Highway
Oregon Project No. I-5-6(51)304

Dear Sir:

On June 4, 1965, we requested your concurrence in an extension of time to March 23, 1965, for completion of this project. Reasons for the extension were delays from a labor strike, nonavailability of certain sections within the project limits because of conflicts from prior grading work, and a stop work order from December 2, 1964, to March 9, 1965, and another stop work order of one day duration only on March 22, 1965. Your June 25 reply concurred in extension only to November 20, 1964, which was the extension justified by the labor strike.

We now ask your reconsideration of extension for the other two reasons and your concurrence in a new completion date of March 23, 1965. The circumstances here are similar to those on other projects in which you have recently concurred in time extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

JAB:bjm srb

RECEIVED
FEB 16 1966
FOR FILING
I-5-6 [illegible]
6384

February 15, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 8
March 8, 1966 meeting

Gentlemen:

We have received a request for an extension of time from Pacific Concrete Co. and Otis P. Jordan, Jr., contractors on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6384. The request is for an extension of the specified completion date from November 20, 1964, to March 23, 1965 because of alleged delay in completion of prior contract work within the project limits by others.

The original completion date for this project was October 31, 1964. This was extended to November 20, 1964, by Commission action dated January 27, 1965, to allow without penalty the time lost due to a strike. A stop work order was issued on December 2, 1964, because weather conditions precluded the remaining work being done under good engineering practices. The order was rescinded on March 9, 1965. The project was completed on March 23, 1965, at which time 15 penalty days had been assessed amounting to $6,300 in liquidated damages.

The above-mentioned strike also caused delays in completion of the prior contract work but this time has already been allowed. The contract provisions also point out that this other work was in progress.

We recommend that only the ordered "stop work" time be exempt from penalty leaving the assessment for 15 days.

This, in effect, establishes a new completion date of March 2, 1965. This is a Federal-aid Interstate project and we have Bureau of Public Roads' concurrence. This matter will be presented for your consideration at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

JAB:nh bg

E-325 (Rev.) 5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 3-26, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 297 days to 319 days, within which to complete our Contract No. 6384, without the assessment of liquidated damages. The said contract is described as follows:

So. Unit - Minnesota Freeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see letter attached

Respectfully submitted,

PACIFIC CONCRETE CO. & OTIS P. JORDAN, JR.
Contractor

By G. Robert Bussanich

CONSENT OF SURETY

Date MARCH 26, 1965

We, GLENS FALLS INSURANCE COMPANY, GLENS FALLS, NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GLENS FALLS INSURANCE COMPANY
BY: James E. Schran
James E. Schran Attorney-in-[illegible]
David J. Kuhlman,
BY:
Resident Agent
JAMES E. SCHRAM & COMPANY
608 Woodlark Building
Portland, Oregon

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6384 Contractor Pacific Concrete Co. & Otis P. Jordan, Jr.

Highway Pacific

Section So. Unit-Minnesota Freeway

Kind of Work Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

For the time covered by the stop work order only.

~~Due to delays on other contracts, this contractor was denied access to critical areas at the proper time. It is recommended that the completion date in which to complete work under this contract be extended to March [illegible], 1965.~~

Recommended for Approval:

A. W. Benedict
Assistant Division Engineer

Construction Engineer or Bridge Engineer

F. B. Klaboe
Assistant State Highway Engineer

Contract No.	6384
Project designation	I-5-6(51)306
Date awarded	January 31, 1964
Work started	February 17, 1964
Per cent completed	100; 3/23/65
No. of ~~Workdays~~ Calendar Allowed	297
No. of ~~Workdays~~ Calendar Used	319
~~No. of Added Workdays Requested~~	Req. ext. to March 2, 1965

State Printing 27020

FORM E-30X—90M—12-63 94677

B/up 3-8
~~#5~~
~~1-17~~
~~2-2~~

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1965

SUBJECT: Overpayment on Contract No. 6384
South Unit, Minnesota Freeway
Pacific Concrete Co. and
Otis P. Jordan, Jr.

To: Mr. C. H. Maison
Controller

Building

As requested in your interdepartment letter of December 14, 1965, we have considered the question whether the overpayment to Pacific Concrete and Mr. Jordan, as joint venturers, on the above contract, can lawfully be recovered by deduction from payments accruing to Pacific Concrete Company alone under Contract No. 6499.

The legal authorities indicate that this cannot properly be done. In Oregon, the obligations of joint adventurers, and of partners, are joint, rather than joint and several. This means that a claim against the joint venture must be asserted against both joint adventurers. If a judgment against both parties were obtained, and no jointly owned assets could be found, it would then be possible to collect the judgment from the assets of either of the joint adventurers individually held.

It is believed possible that an exception may exist in this case, by reason of our belief that Pacific Concrete Company is in fact nothing but an "alter ego" of Otis P. Jordan, Jr. According to records at the Corporation Department, Mr. Jordan is president and treasurer of Pacific Concrete Company, and its only other officer is Mr. James Maletis, a Portland attorney, who serves as secretary of the corporation and is also its registered agent. we believe, although we could not at the present prove, that Mr. Jordan owns all or substantially all of the stock in Pacific Concrete Company.

As you may be aware, Pacific Concrete Company presently has two actions against the State pending in Marion County Circuit Court, in each of which recovery is sought for additional compensation under two separate projects in eastern Oregon. Both of these cases are set for trial on January 19, 1966.

2-14-66

Maison to write another letter

JGK

B/up 2/28

In one of these cases, our file L-4616, recovery of additional compensation is sought under Contract No. 6250, Quinton Undercrossing and Blalock Overcrossing, Quinton-Arlington Section, Columbia River Highway. That contract was awarded to Pacific Concrete Company and Otis P. Jordan, Jr., as joint venturers.

Accordingly, we could, with leave of the court, file supplemental pleadings in that case setting forth the overpayment under Contract No. 6384 as a counterclaim. If the court allows us to do so, it should then be possible to obtain a postponement in the trial, and take the depositions of Mr. Jordan and other necessary witnesses, in order to establish the facts as to whether or not Pacific Concrete Company is in fact the alter ego of Mr. Jordan. If that proves to be the case, I believe we would then be on safe ground in withholding the amount of the overpayment, which would be the amount of our counterclaim in a pending suit, from moneys due to Pacific Concrete Company under Contract No. 6499.

Accordingly, I propose that Commission approval be requested to interpose such a counterclaim in the presently pending litigation against us. This should result in providing some legal basis for withholding the overpayment from payments accruing under Contract No. 6499, and should also result in being able to establish our right to recover the overpayment at an earlier date than would otherwise be possible.

G. E. ROHDE
Chief Counsel

GER:AHJ:ks

cc: R. L. Porter
F. B. Klaboe
L. H. Young
A. J. Kahler

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 25, 1965

In reply refer to: 08-35.4-DA-4

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. F. D. Klaboe

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: S. Unit Minnesota Freeway - Time Extension
Oregon Project I-5-6(51)304

We cannot concur in the entire time extension requested on the above section as described in your June 4, 1965 letter signed by Mr. Klaboe.

We can concur in an extension to November 20, 1964 due to the labor strike as provided for in your Special Provisions. We cannot justify the additional time according to your specification.

Lecher - please see me
Young
6-29-65
(copied for constr.)

RECEIVED
JUN 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1965
NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 4 - 1965
FOR FILING

June 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Time Extension
S. Unit, Minnesota Freeway
Section, Pacific Highway
Oregon Project No. I-5-4(51)304

Dear Sir:

We have received from Pacific Concrete Company and Otis P. Jordan, Jr., contractor on the subject project, a request for an extension of the specified completion date from November 20, 1964 to March 23, 1965.

The contractor's request is based on delays caused by interference of work being done by other contractors in the area, which precluded the coordination of his work. The other contractors were delayed in completing their work in the area, in part, by a laborers' strike between May 4 and May 19, 1964.

The Minnesota Freeway grading contract No. 6136 was originally scheduled to be completed on May 15, 1964 and extending this date because of the strike would establish a new date of June 8, 1964. Major grading on this contract was completed on June 26, 1964. The contractor could not perform structural work in the area between Shaver and Terry Streets until this grading was completed. This delay amounts to 18 calendar days. The Lombard Street-Portland Boulevard structure contract No. 6343 was originally scheduled to be completed on July 1, 1964 and extending this date because of the strike would establish a new date of July 20, 1964. The contractor could not perform required work in a logical sequence for efficient operations until the grading and detour work at Lombard Street and Portland Boulevard was completed. This work was completed on August 12, 1964. This delay amounts to 23 calendar days.

In order to efficiently coordinate work on this project, the contractor had to complete certain portions of his surfacing, paving and electrical work by sections due to his structure work. To accomplish this efficiently, the sections

Mr. A. W. Parsons
Page two
June 4, 1965

had to be available in sequence. Until the other contracts were complete, this was not possible. The contractor's work schedule anticipated starting surfacing on June 1. He was not able to start until June 19 or 18 calendar days after the date he had intended. The contractor expanded his operations promptly when additional areas became available. The delays caused by non-completion of other contracts prevented the contractor from scheduling his work in an expeditious manner. The previously mentioned delays of 18 and 23 calendar days justify a like extension of 41 calendar days.

The original completion date for this contract was October 31, 1964. An extension of the completion date to November 30, 1964 was granted by the Highway Commission on January 27, 1965 based on the delay caused by the laborers' strike. On December 2, 1964, a stop-work order was issued because weather conditions precluded the performance of the remaining work, painting guardrail and paving. The order was rescinded on March 9, 1965. On March 22, 1965 a one-day stop-work order was issued due to adverse weather conditions which would not allow the remaining work to be done under good engineering practices. Work was completed on March 23, 1965.

It is our recommendation that the completion date for this project be extended from November 30, 1964 to March 23, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. A. E. Johnson

DES:fp srb

FORM E-30 50M 3-62 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1965

SUBJECT: Extension of Time
S. Unit, Minnesota Freeway Section
Pacific Highway
Contract No. 6384

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a request from Pacific Concrete Company and Otis P. Jordan, Jr., contractor on the subject contract, for an extension of the specified completion date from November 20, 1964 to March 23, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays caused by interference of work being done by other contractors in the area, which precluded the coordination of his work. The other contractors were delayed in completing their work in the area, in part, by a Laborer's strike between May 4 and May 19, 1964.

The Minnesota Freeway grading contract No. 6156 was originally scheduled to be completed on May 15, 1964 and extending this date because of the strike would establish a new date of June 8, 1964. Major grading on this contract was completed on June 26, 1964. The contractor could not perform structural work in the area between Shaver and Terry Streets until this grading was completed. This delay amounts to 18 calendar days. The Lombard Street-Portland Boulevard structure contract No. 6345 was originally scheduled to be completed on July 1, 1964 and extending this date because of the strike would establish a new date of July 20, 1964. The contractor could not perform required work in a logical sequence for efficient operations until the grading and detour work at Lombard Street and Portland Boulevard was completed. This work was completed on August 12, 1964. This delay amounts to 23 calendar days.

In order to efficiently coordinate work on this project, the contractor had to complete certain portions of his surfacing, paving and electrical work by sections due to his structure work. To accomplish this efficiently, the sections had to be available in sequence. Until the other contracts were complete, this was not possible. The contractor's work schedule anticipated starting surfacing on June 1. He was not able to start until June 19 or 18 calendar days after the date he had intended. The contractor expanded his operations promptly when additional areas became available. The delays caused by non-completion of other contracts prevented the contractor from scheduling his work in an expeditious manner. The previously mentioned delays of 18 and 23 calendar days justify a like extension of 41 calendar days.

The original completion date for this contract was October 31, 1964. An extension of the completion date to November 20, 1964 was granted by the Highway Commission on January 27, 1965 based on the delay caused by the Laborer's strike. On December 2, 1964, a stop-work order was issued because weather conditions precluded the performance of the remaining work, painting guard rail and paving. The order was rescinded on March 9, 1965. On March 22, 1965 a one-day stop-work order was issued due to adverse weather conditions which would not allow the remaining work to be done under good engineering practices. Work was completed on March 23, 1965. This represents 35 calendar days and 15 penalty days amounting to $6,300.00 based on the penalty rate of $420.00 per day.

We recommend that the specified completion date be extended to March 23, 1965. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension are valid, but will not give an indication of concurrence or denial until the time extension request for the West Unit, Coast Range Summit Contract has been resolved by their Regional Office. The West Unit, Coast Range Summit request is being used as a test of our right to grant an extension of time under the terms of the contract special provisions which exclude certain portions of the standard specifications pertaining to time extensions.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young
A. E. Johnson

RECEIVED
MAY 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 2, 1965

To: Mr. A.E. Johnson
Metro. Engineer
OFFICE

SUBJECT: Request for Time Extehsion
South Unit, Minnesota Freeway
Contract 6384
I-5-6(51)304

METROPOLITAN ENGINEER
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1965
☐ ☐ ☐ ☐ ☐
AME

Attention: A.V. Benedict

Forwarde herewith is a revised request for time extension as submitted by Pacific Concrete Co. & O. P. Jordan.

Pacific Concrete Co. has revised their time extension request to cover their overrun of time and subsequent liquidated damages for that period between November 23, 1964 and March 23, 1965. The Highway Commission has granted a time extension for the period of the 1964 Labor Union strike and revised the completion date to November 22, 1964.

Also attached is the ~~original time extension request with supporting data~~ and my letter of explanation and recommendation. Please refer to this letter for supporting data for the current request. I am also including a short summarry of the work periods, damage charges and adjusted completion dates.

This new request covers the period Nov. 23, 1964 to March 23, 1965 for which 15 days liquidated damages have been assessed. Thes 15 days were assessee as follows: Period Nov. 23 to Dec. 2, 1964, 6 days liquidated damages; Period March 9 ,1965 to March 23, 1965, 9 days liquidated damages.

On December 2, 1964 the major remaining work on the project consisted of painting all median and guard rail and a small amount of asphaltic concrete paving. At that time a stop work order was issued because the weather was not conducive to good painting and paving results. On March 9, 1965 this order was lifted and all the painting and a potion of the asphaltic concrete paving was completed.

On March 22, 1965 another temporary stop order was issued because the weather was such that the remaining asphaltic concrete paving patching could not be completed. However a complete reversal of weather conditions took place and the order was lifted at the contractors request and the pavement patching was completed.

The project was completed on March 23, 1965.

My recommendations remain the same as stated in the attached December 23, 1964 letter.

William E. Maltby
Resident Engineer

William E. Maltby
Resident Engineer

Summary of Work Periods and Completion Dates S. Unit, Minnesota Fwy Project

Contract Awarded: January 31, 1964
Original Completion Date: October 31, 1964
Adjusted Completion Date: November 22, 1964
Final Completion Date: March 23, 1965

Original Calendar Days: 275
Extension Calendar Days: 22 13 Wkdays Labor Strike
Adjusted Calendar Days: 297

Work Began: February 17, 1964
Stop Order Issued: December 2, 1964
Stop Order Lifted: March 9, 1965
Work Resumde March 9, 1965
Stop Order Reissued: March 22, 1965
Stop Order Lifted: March 23, 1965 (at Contr. request)
Work Resumed & Completed March 23, 1965

Adjusted Calendar Days: 297
Calendar Days to Dec. 2,1964 9 Liquidated Damgges 6 days
Calendar Days 3/9 to 3/23/65 13 Liquidated Damaged 9 days
Total Calendar Days used: 319 Liq. Damages 15 days

Days in excess of project completion date to be considered for time extension request: Calendar days 22; Workdays to be counted as liquidated damages as defined in special provisions 15.

Days to be considered in calculatingmliquidated damages as defined in the special provisions are all workdays except Saturdays, Sundays and Holidays.

William E. Maltby
Resident Engineer

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland, Oregon 97220

10401 N. E. Marx Street
ALpine 4-7315

March 26, 1965

Mr. William E. Maltby
Resident Engineer
5821 N. E. Glisan Street
Portland, Oregon

Re: Contract 6384
So. Unit-Minnesota Freeway

Gentlemen:

Submitted herewith are five copies of a request for an extension of time for fifteen additional workdays. This would extend our completion date to March 23, 1965, before liquidating damages would apply.

Our reasons for claiming this additional time are as follows:

Work by other contractors within the project area was unreasonably delayed, which in turn precluded our forces from co-ordinating their work and reaching maximum efficiency in the shortest possible time.

Specifically, grading being performed by Peter Kiewit Sons' Co. in the area of structures we were to build was not completed until the first week in July. This work was scheduled for completion on May 15, 1964, and although an extension of 13 workdays was granted to Kiewit due to the laborers' strike, it is apparent that the grading work was delayed approximately a month.

Similarly, our efforts to remove existing structures as called for by our contract, were precluded due to the fact that Birkemeier Construction Co. was delayed in building structures at Lombard and in grading work on the freeway. Birkemeier was scheduled to complete the structure on July 1, but did not complete this work until August 14.

We are of the considered opinion that the additional time we are requesting is actually less than the time we lost due to delays caused by Kiewit and Birkemeier, at a time when weather conditions were at their best for maximum efficiency and production.

Since the above delays were beyond our control, and since we at all times put out the greatest effort to complete a complex job, within a tight time schedule, we respectfully request that our application for additional time, herein presented, be approved.

Yours truly,

PACIFIC CONCRETE COMPANY
and
OTIS P. JORDAN, JR.

G. Robert Bussanich
G. Robert Bussanich

GRB:w

Enclosures

FORM E-90 50M 7-64 SP*6229-724

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
December 23, 1964

SUBJECT: Request for Time Extension
South Unit, Minnesota Freeway
Contract: 6384
I-5-6(5[illegible])304

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

Forwarded herewith is a request for time extension as submitted by Pacific Concrete Company.

This time extension is based on loss of efficiency to their operations by the contractor and subcontractors due to interference from existing contractors and contracts; namely, Minnesota Freeway Grading, Peter Kiewit Sons', and Lombard-Portland Boulevard Structures, Berkemeier Construction Company.

In summarizing the items of this request, the Laborer Union Strike of May, 1964 must be considered. This strike was in effect from May 4 to May 19, 1964. Completion dates for active contracts were considered extended by 13 workdays to cover this period.

The contract provisions under the work in progress show the following as estimated completion dates for the projects mentioned.

Minnesota Freeway Grading & Structures	May 15, 1964
adding 13 workdays for the strike made the estimated completion date	June 8, 1964
Lombard Street-Portland Blvd. Structures	July 1, 1964
add 13 workdays for the strike made an estimated completion date of	July 20, 1964

Pacific Concrete Company, in order to begin operations in February, accepted the responsibility of final grading in the areas of their structure construction at Ainsworth, Alberta, Skidmore Streets.

In order to complete their surfacing, paving and certain work on roadway illumination efficiently, it was necessary to have certain portions of the roadway grade completed. To make final completion of the surfacing, paving, signing and roadway illumination it was necessary to have all roadway grading complete and all the temporary city street detours removed.

METROPOLITAN ENGINEER
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DEC 28 1964
Noted ☐ ME ☐ AME ☐ AME ☐ ☒ MOE

The Minnesota Freeway grading contractor, Peter Kiewit Sons', resumed grading on this project on March 30, 1964 with limited crew. They completed the roadway grading from N. Shaver Street to Terry Street on June 26. Completion of the work from Terry Street to Columbia Boulevard was delayed until July 25-27 due to a soft section of subgrade. Construction of remaining drainage, inlets and manholes was completed July 2.

Using June 26 as the completion date of major grading and including 3 days for drainage work and final grading north of Terry Street would extend the completion date of this contract beyond its estimated date by 17 workdays.

The Lombard Street and Portland Boulevard Structure contractor, Berkemeier Construction Company, completed their construction and detour removal at Lombard Street August 7 and Portland Boulevard August 12. This would be a delay in the estimated completion of 18 workdays.

The general coordination of this project required the contractor to complete certain portions of the surfacing, paving and electrical construction by sections due to his own structure work. However, to do this work efficiently and smoothly it would be necessary to have each section and its adjoining section available in sequence.

In a meeting with Pacific Concrete Company on March 18 they presented their anticipated work schedule. This schedule anticipated beginning the roadway surfacing and related work on June 1.

K. F. Jacobsen, subcontractor, began preparing subgrade for base rock in the vicinity of Going Street on June 19 and began placing base rock in the same area June 22. W. R. Grasle, subcontractor, began electrical work for signing and roadway illumination on June 26.

Considering the above information and the delay in beginning their roadway construction operations, I recommend the time extension as requested by Pacific Concrete Company be considered valid.

At present there is a time extension request for 13 workdays due to the previously mentioned Labor Union Strike which, if granted, will extend the completion date from October 31 to November 23.

The project work is presently suspended by order of the engineers dated December 2, 1964. Any workdays added by this request would cover the period November 23 to December 2 and those following a date when work is resumed.

William E. Maltby
William E. Maltby
Resident Engineer

WEM:sh

RECEIVED
FEB 16 1966

FOR FILING

[illegible]

[illegible]

February 15, 1966

Mr. A. N. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-6(51)304

Dear Sir:

Your April 15, 1965, endorsement noted that contract work on Contract No. 6384, South Unit, Minnesota Freeway Section in Multnomah County, Federal-Aid Project No. I-5-6(51)304, was satisfactory. The State Highway Commission authorized acceptance of the contract as of June 1, 1965.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order
by State Forces, or others, completed 3-23-65

Contractor's wage certification is dated 6-3-65

Materials Report, PR-47 (3 copies) submitted 5-3-65
Laboratory Materials Certification submitted 2-14-66

Attachments are as follows

Statement of Underruns and Overruns
Monthly Project Cost Report (PR-56)
Construction Engineer's Statement

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

MKG:ed
cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
FEB 1[illegible] 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH ... FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(51)304

6384

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 14, 1966

Pacific Concrete Company and
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Re: South Unit of the
Minnesota Freeway
Contract No. 6384

Gentlemen:

On December 1, 1965, you were advised by letter of an overpayment of $3,376.04 on the subject contract (copy attached).

A reply to this letter will be appreciated, advising us which alternative will be most convenient for you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachment

cc: F. B. Klaboe
L. H. Young
A. J. Kahler
J. G. Herr

RECEIVED
FEB 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1965

FORM 2-30X—50M—7-64 SP*6230-734

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1965

SUBJECT: Overpayment on Contract No. 6384
South Unit of the Minnesota Freeway

To: Mr. G. E. Rohde
Chief Counsel
Building

NOTED
R. L. PORTER

A post audit of the final records on contract No. 6384 revealed an error in the engineer's calculations on bid item No. 46 of 533.34 sq. yds. or 100 feet of 8 inch continuously reinforced concrete pavement. This error resulted in an overpayment on this contract of $3,376.04.

The contractor on this project was Pacific Concrete Company and Otis P. Jordan, Jr. The final estimate payment including the overpayment of $3,376.04 was mailed to the contractor on June 21, 1965. On December 1, 1965, Pacific Concrete Company and Otis P. Jordan, Jr., was advised of this overpayment (copy of letter is attached), but as yet has not replied.

Construction of the approach roads to the Astoria-Megler Bridge is under contract to the Pacific Concrete Company, our contract No. 6499. Do we have legal authority to make a deduction from this contract for the overpayment on contract No. 6384?

C. H. Maison
Controller

CHM:jc

Attachment

cc: R. L. Porter
F. B. Klaboe
L. H. Young
A. J. Kahler

RECEIVED
DEC 1[illegible] 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 - 1965

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

[illegible]

6384

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1965

Pacific Concrete Company and
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Re: South Unit of the
Minnesota Freeway
Contract No. 6384

Gentlemen:

A post audit of the final records on contract No. 6384 revealed an error in the engineer's calculations on bid item No. 46 of 533.34 sq. yds. or 100 feet of 8 inch continuously reinforced concrete pavement. This error resulted in an overpayment on this contract of $3,376.04.

We are enclosing our invoice No. 86321 and would appreciate your remitting your check in the amount of $3,376.04, or if it would be more convenient for you, we will deduct this amount from our next payment to you on contract No. 6499, Astoria approach to the Interstate Bridge. Would you please notify this office which of the two alternatives would be more suitable to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

NOTED
R. L. PORTER

CHM:jc

Enclosure

cc: R. L. Porter
F. B. Klaboe
L. H. Young
Arnold Kahler
John Herr
Bureau of Public Roads

RECEIVED
DEC 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 - 1965
FOR FILING

I-5-6(51)304

6384

Salem, Oregon
November 30, 1965

Overpayment on Contract #6384
S. Unit, Minnesota Freeway

Mr. C. H. Maison
Controller

BUILDING

You will recall that I recently discussed with you an overpayment to the Pacific Concrete Company and Otis P. Jordan in connection with their Contract No. 6384 on the South Unit, Minnesota Freeway.

This error stemmed from the engineer's calculations on Item No. 46 in that 100' too much continuously reinforced concrete payment was paid for. This 100' of 8" continuously reinforced pavement, 48' wide resulted in a payment of 533.34 square yards too much and amounted to $3,376.04.

Will you please take the steps necessary to recover this sum from Mr. Jordan. Attached hereto is a suggested rough draft which sets forth the facts for Mr. Jordan's benefit.

L. H. Young
Office Engineer

LHY:mb
Att.
cc: F. B. Klaboe
Vince Gallagher
R. N. Chase
Bureau of Public Roads

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NOV 1 5 1965

FORM E-30X—30M—1-65 SP*19102-734
FOR FILING

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6384

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1965

To:
Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

SUBJECT:
South Unit, Minnesota Freeway
Pacific Highway
Contract No. 6384

ATTENTION: Mr. A. V. Benedict

In response to your November 5 letter concerning the Pacific Concrete Company request for time extension, we must advise that the Bureau of Public Roads did not concur in this extension which was presented to them under date of June 4. Attached is a copy of their June 25 reply.

This extension request, along with several others on Interstate projects which had the restrictive specification applying to time extension, is still not resolved with the BPR and has not yet been presented to the Highway Commission. We are still seeking BPR concurrence, but do not yet know what the outcome will be.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachment

cc: F. B. Klaboe

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OFFICE OF
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FOR FILING

I-5-6(5)304

1311

September 9, 1965

Armco Steel Corporation
Metal Products Division
130 East 5th Avenue
Denver 3, Colorado

Attention: Mr. D. D. Mortensen
Regional Credit Manager

Gentlemen:

This is in reply to your letter of September 7, 1965, concerning flex-beam guardrail used on Contract No. 6384 awarded to Pacific Concrete Company & Otis P. Jordan, Jr.

An inquiry to our Office Engineering Division indicated that 8902.5 feet of new guardrail was installed and 8068 lineal feet of metal median barrier was also installed. Our records do not indicate whether it was flex-beam or another type.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
ARMCO

ADDRESS REPLY TO
130 E. 5th Ave.
Denver, Colo. 80203

September 7, 1965

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Oregon State Highway Dept. Cont. No. 6384
Pacific Concrete Co. & Otis P. Jordan Jr. -
PRIME CONTRACTORS

Dear Mr. Query:

Our company furnished the Flex-Beam Guardrail for the subject project. We have filed a claim with the State of Oregon and we are now proceeding against the bonding company for payment of our account.

To assist us in our negotiations with the bonding company on this project we would like to know the total footage of Flex-Beam Guardrail that was measured and paid by the State of Oregon. If it is possible for you to supply this information to us, we would certainly appreciate having it.

We thank you in advance for assisting us in this matter and we enclose a self-addressed stamped envelope for your convenient reply.

Yours very truly,

D. D. Mortensen

D. D. Mortensen
Regional Credit Manager

8902.5 ft. new G.R.
8068 ft metal median barrier

DDM:eg (Vince Gallagher)

enclosure

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

AUG 27 1965
FOR FILING
I-5-6(51)3[illegible]1
6384

August 26, 1965

Maguire, Shields, Morrison,
Baily & Kester
Attorneys at Law
723 Pittock Block
Portland, Oregon 97205

Attention: Mr. Paul W. Jones

Gentlemen:

This is to acknowledge receipt of a copy of your letter of August 23 and attached copy of a supplemental notice of claim of Econolite, stating that F. E. Arbuckle, subcontractor, owes them for supplies and materials in the amount of $430.26 plus interest.

This appears to be in reference to the Pacific Concrete Co., & Otis P. Jordan, Jr., Contract No. 6384 for paving, structures, signing, and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

This information is being noted in our records and we are advising the surety and the contractor of this supplemental notice of claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Glens Falls Insurance Company
James E. Schram & Co.
Pacific Concrete Co., & Otis P. Jordan, Jr.
Commissioners

CWH:gc

NOTED ON CARD
G. C.

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

August 23, 1965

Certified Mail
Return Receipt Requested

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Your Claim File No. 4128 - South Unit
Minnesota Freeway Contract No. 6384;
Pacific Concrete Company, an Oregon
corp., and Otis P. Jordan, Jr.,
principals and prime contractors;
Glens Falls Insurance Company, surety

Dear Sirs:

We enclose herewith a supplemental notice of claim with respect to the above-noted matter which has been executed by our client, Econolite. You will note that this supplements the claim dated July 7, 1965, in the amount of $13,663.64 which was previously filed against the bond on the above-noted project.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Paul W. Jones

Paul W. Jones

PWJ:vgr
Enclosure

Ole please handle
36

NOTED
FLOYD QUERY

RECEIVED
AUG 24 1965
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

SUPPLEMENTAL NOTICE OF CLAIM

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Your Claim File No. 4128
South Unit, Minnesota Freeway
Contract No. 6384; Pacific Concrete
Company, an Oregon corp., and
Otis P. Jordan, Jr., principals and
prime contractors; Glens Falls
Insurance Company, surety

Pursuant to ORS Chapter 279, notice hereby is given that Econolite, a Division of Tamar Electronics, Inc., has an additional claim for supplies and materials furnished by it to F. E. Arbuckle, 5222 N. E. Sacramento, Portland, Oregon, a subcontractor, for the prosecution of work on the above-noted project, in the sum of $430.26, together with interest thereon at the rate of 6% per annum from January 1, 1965 against the bond taken from Pacific Concrete Company and Otis P. Jordan, Jr., as principals, and Glens Falls Insurance Company as surety, in connection with work on the above-noted project.

The amount of this claim is in addition to that previously stated in the notice of claim dated July 7, 1965 in the amount of $13,663.64. The supplies and materials furnished related to the construction of highway signs and lighting and consisted of hinac-coated aluminum extrusions, scotchlite, numerals and letters and other materials.

Dated this ____ day of August, 1965

ECONOLITE, A Division of Tamar Electronics, Inc.

By O P Stowell, Asst Sec

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AUG 21 1965
OREGON
STATE HIGHWAY COMMISSION

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6384

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P. O. Box 7648
Portland, Oregon 97220

10401 N. E. Marx Street
ALpine 4-7315

August 25, 1965

Maguire, Shields, Morrison,
Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland, Oregon 97205

#6384

Re: Glens Falls Insurance Co.
File No. 73 CB 671 49
Principal: Pacific Concrete Co.
Obligee: Oregon State Highway Comm.
(So. Unit Minnesota Freeway)

Gentlemen:

We hereby deny any claim that you may have on the above project. It was recently brought to our attention by our bonding company, Glens Falls Insurance Co., that you had made such a claim.

Our entire subcontract with Arbuckle was in the amount of $3,763.45. In addition thereto there was a purchase order issued to Mr. Arbuckle in the amount of $23,724.54. Mr. Arbuckle has been paid in full and has acknowledged receipt of said payment and has given us a certificate that all bills for material, etc. were paid.

We have no knowledge or proof that you have supplied any material on the above referenced project and it is inconceivable to us that for a subcontract of $3,763.45, Mr. Arbuckle would have bought $14,000 of material from you for our project.

It is our suggestion that you further check your records and see if a mistake has not been made.

We have ordered Glens Falls Insurance Co. not to make any payments and in effect deny any payments.

Sincerely,

PACIFIC CONCRETE COMPANY AND
OTIS P. JORDAN, JR.

Otis P. Jordan Jr.

Otis P. Jordan, Jr., President

Rec
To note & file
TO

OPJ:om

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

cc: Glens Falls Insurance Co. - Portland
San Francisco

James C. Maletis
✓Oregon State Highway Commission - Floyd Query

Tom McCall - Secretary of State
F. E. Arbuckle

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1965
FOR FILING

STATE COPY

Monthly transaction number
8-163

Project report number
I-5-6(51)304
11

FOR R-2A (5-31- U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
24-65

Oregon

County
Multnomah

Project number
I-5-6(51)304

6384 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 28, 19 64, is hereby modified as follows:

Revised estimated total cost of project	$ 2,113,509.95
Revised Federal funds	$ 1,935,825.82
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of August, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klabo

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
I 5-6 (51) 304

PROJECT REPORT NO.
/ 6

FO R-2
(REV. -61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

ATE
Oregon

COUNTY
Multnomah

PROJECT NO.
I-5-6(51)304

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Portland Harbor S. 3.7 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-64	2.143
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,062,257.00	$ 1,896,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Ass't. State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)
L R Backlund
By: L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer February 20, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(51)304

MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 18, 1964

Type Code 7221
4-Lane Roadway (Sta. 174+38.25 to Sta. 233+23.73) Contract 6384)

Drainage Excavation, Unclass.	500	cu.yd.	$ 2.50	$ 1,250.00
General Excavation, Unclass.	3,360	cu.yd.	1.00	3,360.00
Furnishing and Placing Topsoil	21,000	cu.yd.	1.75	36,750.00
6-inch Metal Drain Pipe	310	lin.ft.	1.50	465.00
6-inch Perforated Drain Pipe	1,950	lin.ft.	1.50	2,925.00
Special Backfill in Drains	380	cu.yd.	6.00	2,280.00
3/4-inch Electrical Conduit	100	lin.ft.	0.70	70.00
2-inch Galvanized Water Pipe	300	lin.ft.	1.50	450.00
2 1/2-inch Galvanized Water Pipe	30	lin.ft.	2.00	60.00
Concrete Curbs	710	cu.yd.	33.00	23,430.00
Concrete Walks and Surfacing	600	sq.yd.	3.00	1,800.00
Concrete in Islands	85	cu.yd.	27.00	2,295.00
6-foot Chain-Link Fence	1,250	lin.ft.	2.10	2,625.00
Metal Guard Rail	2,100	lin.ft.	2.45	5,145.00
Metal Median Barrier	4,800	lin.ft.	3.60	17,280.00
Salvage and Stockpile Type 1 Barricade	75	lin.ft.	0.80	60.00
Salvage and Reinstall Type 1 Barricade	550	lin.ft.	1.25	687.50
Guide Posts, Y-2	180	only	6.50	1,170.00
Guide Posts, Y-3	2	only	7.00	14.00
Coarse Crushed Material in Base	36,400	ton	2.00	72,800.00
3/4" - 0 Material in Base	6,400	ton	2.00	12,800.00
Sprinkling	740	M-gal.	2.00	1,480.00
Asphaltic Plant-Mix Bituminous Base	3,050	ton	5.50	16,775.00
Preparation of Base	All	Req.	43%)	1,863.19
3/4" - 0 Material in Binder Course	190	cu.yd.	3.60	684.00
RC-250 Asphalt	30	ton	47.00	1,410.00
Class "B" Asphaltic Concrete	,400	ton	5.85	54,990.00
Class "C" Asphaltic Concrete	265	ton	8.60	2,279.00
12-inch Reinforced Concrete Bridge End Panels	120	sq.yd.	17.00	2,040.00
8-inch Standard Reinforced Concrete Pavement	1,100	sq.yd.	4.53	4,983.00
8-inch Continuously Reinforced Concrete Pavement	31,000	sq.yd.	6.33	196,230.00

Pavement Terminal Anchors	200 lin.ft.	$ 23.00	$ 4,600.00
Removal of Existing Sign Installations	All Req. (10%)		30.00
Sign Support Footings	All Req. (50%)		8,500.00
Metal Sign Posts	All Req. (40%)		1,000.00
50'-0" Thru 60'-0" Sign Bridges	All Req. (29%)		5,220.00
60'-1" Thru 70'-0" Sign Bridges	All Req. (72%)		15,120.00
70'-1" Thru 80'-0" Sign Bridges	All Req. (45%)		9,000.00
123'-0" Sign Bridge	All Req.		9,000.00
Single Sign Supports	All Req.		400.00
Structure Mounts	All Req. (12.5%)		75.00
Overhead Sign Illumination Equipment	All Req. (43%)		9,890.00
Wood Sign Posts	All Req. (52%)		416.00
Type "A" and "B" Signs in Place	2,080 sq.ft.	6.00	12,480.00
Type "C", "D" and "R" Signs in Place	488 sq.ft.	4.00	1,952.00
Type "E", "F", "G" and "H" Signs in Place	123 sq.ft.	4.00	492.00
Illumination Installation, Complete	All Req. (47%)		35,250.00
			$583,875.69
Sign Covers	All Req.		$ 400.00
Flagging (57 % of Contractor's Cost)	All Req. (43%)		860.00
Reshape Existing Slopes	All Req. (43%)		2,150.00
			$ 3,410.00
	Subtotal		$587,285.69
	10% Engr. & Cont.		58,728.31
	Total		$646,014.00

Type Code 7221
6-Lane Roadway (233+23.73 to Sta. 287+50) (Contract 6384)

Drainage Excavation, Unclass.	680 cu.yd.	$ 2.50	$ 1,700.00
General Excavation, Unclass.	4,280 cu.yd.	1.00	4,280.00
Furnishing and Placing Topsoil	10,700 cu.yd.	1.75	18,725.00
8-inch Sewer Pipe	270 lin.ft.	2.75	742.50
Extra for Pipe under Pavement	220 lin.ft.	5.00	1,100.00
8-inch Corrugated Metal Pipe	150 lin.ft.	2.75	412.50
6-inch Perforated Drain Pipe	1,350 lin.ft.	1.50	2,025.00
8-inch Perforated Rigid Drain Pipe	530 lin.ft.	1.90	1,007.00
Special Backfill in Drains	610 cu.yd.	6.00	3,660.00
1-inch Electrical Conduit	160 lin.ft.	0.75	120.00
2-inch Galvanized Water Pipe	100 lin.ft.	1.50	150.00
2 1/2-inch Galvanized Water Pipe	150 lin.ft.	2.00	300.00
Concrete Inlets, Type "B"	3 only	85.00	255.00
Concrete Inlets, Type "P"	4 only	75.00	300.00
Concrete Curbs	690 cu.yd.	33.00	22,770.00
Concrete Walks and Surfacing	3,400 sq.yd.	3.00	10,200.00

Reinforced Concrete Walks	130 sq.yd.	$ 7.00	$ 910.00
Concrete in Islands	285 cu.yd.	27.00	7,695.00
6-foot Chain-Link Fence	1,950 lin.ft.	2.10	4,095.00
Metal Guard Rail	4,400 lin.ft.	2.45	10,780.00
Metal Median Barrier	4,000 lin.ft.	3.60	14,400.00
Salvage and Reinstall Median Barrier	80 lin.ft.	1.10	88.00
Salvage and Reinstall Guard Rail	500 lin.ft.	1.10	550.00
Guard Rail, Salvaged Barricade	1,500 lin.ft.	0.90	1,350.00
Salvage and Stockpile Type 1 Barricade	525 lin.ft.	0.80	420.00
Salvage and Stockpile Portable Barricade	13 only	3.00	39.00
Salvage and Reinstall Type 1 Barricade	850 lin.ft.	1.25	1,062.50
Guide Posts, Y-2	120 only	6.50	780.00
Guide Posts, Y-3	6 only	7.00	42.00
Salvage and Reinstall Guide Posts	7 only	3.00	21.00
Coarse Crushed Material in Base	43,400 ton	2.00	86,800.00
3/4" - 0 Material in Base	8,000 ton	2.00	16,000.00
Sprinkling	860 M-gal.	2.00	1,720.00
Asphaltic Plant-Mix Bituminous Base	3,150 ton	5.50	17,325.00
Preparation of Base	All Req. (57%)		2,409.81
3/4" - 0 Material in Binder Course	180 cu.yd.	3.60	648.00
RC-250 Asphalt	25 ton	47.00	1,175.00
Class "B" Asphaltic Concrete	10,200 ton	5.85	59,670.00
Class "C" Asphaltic Concrete	295 ton	8.60	2,537.00
RS-2 Asphalt	2 ton	100.00	200.00
Asphaltic Concrete Traffic Markers, Type L	14 lin.ft.	3.00	42.00
8-inch Standard Reinforced Concrete Pavement	3,900 sq.yd.	4.53	17,667.00
8-inch Continuously Reinforced Concrete Pavement	43,000 sq.yd.	6.33	272,190.00
Pavement Terminal Anchors	500 lin.ft.	23.00	11,500.00
Removal of Existing Sign Installations	All Req. (90%)		270.00
Sign Support Footings	All Req. (49%)		8,330.00
Metal Sign Posts	All Req. (59%)		1,475.00
50'-0" Thru 60'-0" Sign Bridges	All Req. (71%)		12,780.00
60'-1" Thru 70'-0" Sign Bridges	All Req. (28%)		5,880.00
70'-1" Thru 80'-0" Sign Bridges	All Req. (55%)		11,000.00
Butterfly Sign Structure	All Req.		5,000.00
Double Butterfly Sign Structure	All Req.		3,000.00
Structure Mounts	All Req. (87.5%)		525.00
Overhead Sign Illumination Equipment	All Req. (57%)		13,110.00
Wood Sign Posts	All Req. (48%)		384.00

Type "A" and "B" Signs in Place	2,002 sq.ft.	$ 6.00	$ 12,012.00
Type "C", "D" and "R" Signs in Place	478 sq.ft.	4.00	1,912.00
Type "E", "F", "G" and "M" Signs in Place	155 sq.ft.	4.00	620.00
Illumination Installation, Complete	All Req. (53%)		31,750.00
			$715,971.31
Flagging (57 % of Contractor's Cost)	All Req. (57%)		$ 1,140.00
Reshape Existing Slopes	All Req. (57%)		2,850.00
			$ 3,990.00
	Subtotal		$719,961.31
	10% Engr. & Cont.		71,995.69
	Total		$791,957.00

Type Code Y009
Bryant St. Ped. U'xing (Br. #9016) Sta. "L" 211+50) 230 feet) Contract (6384)

Shoring, Cribbing, etc.	All Req.		$ 2,000.00
Structural Excavation	100 cu.yd.	$ 5.00	500.00
Structural Excavation Below Elevation Shown	10 cu.yd.	5.00	50.00
Class "A" Concrete (161 cu.yd.)	All Req.		12,500.00
Metal Reinforcement (29,000 lb.)	All Req.		3,500.00
Standard Steel Railing	404 lin.ft.	15.00	6,960.00
			$ 25,510.00

Type Code X721
Ainsworth St. U'xing (Br. #9000) Sta. "L" 235+65.32) 209 feet) (Contract 6384)

Shoring, Cribbing, etc.	All Req. (20%)		$ 20,854.34
Structural Excavation	450 cu.yd.	$ 3.00	1,350.00
Structural Excavation Below Elevations Shown	40 cu.yd.	5.00	200.00
Class "A" Concrete (1,035 cu.yd.)	All Req. (23%)		63,250.00
Metal Reinforcement (244,000 lb.)	All Req. (20%)		27,500.00
Metal Parapet Railing	416 lin.ft.	6.50	2,704.00
Preparation of Slopes	600 sq.yd.	1.00	600.00
Concrete Slab Riprap	600 sq.yd.	7.00	4,200.00
1 1/4-inch Electrical Conduit	240 lin.ft.	1.30	312.00
Install P.G.E. Company Conduit	All Req. (22%)		147.40
Install Water Mains	All Req. (77%)		1,386.00
Remove Existing Structures	All Req. (50%)		3,000.00
			$125,503.74

Type Code X721
Alberta St. U'xing (Br. #9007) (Sta. "L" 262+63.72) (117.5 feet) (Contract 6384)

Shoring, Cribbing, etc.	All Req. (42%)		$ 33,687.78
Structural Excavation	1,000 cu.yd.	$ 3.00	3,000.00
Structural Excavation Below Elevation Shown	90 cu.yd.	5.00	450.00
Class "A" Concrete (1,079 cu.yd.)	All Req. (24%)		66,000.00
Metal Reinforcement (234,800 lb.)	All Req. (19%)		26,125.00
Metal Parapet Railing	232 lin.ft.	6.50	1,508.00
1-inch Electrical Conduit	130 lin.ft.	1.30	169.00
1 1/4-inch Electrical Conduit	130 lin.ft.	1.30	169.00
Install P.G.E. Company Conduit	All Req. (22%)		147.40
Install Water Mains	All Req. (23%)		414.00
Remove Existing Structures	All Req. (50%)		3,000.00
			$134,670.18

Type Code X721
Skidmore St. U'xing (Br. #9012) (Sta. "L" 278+52.76) (487 feet) (Contract 6384)

Shoring, Cribbing, etc.	All Req. (32%)		$ 25,666.88
Structural Excavation	850 cu.yd.	$ 3.00	2,550.00
Structural Excavation Below Elevation Shown	70 cu.yd.	5.00	350.00
Furnish Treated Timber Piling	870 lin.ft.	1.50	1,305.00
Drive Timber Piles	27 only	40.00	1,080.00
Class "A" Concrete (2,452 cu.yd.)	All Req. (53%)		145,750.00
Metal Reinforcement (740,200 lb.)	All Req. (61%)		83,875.00
Metal Parapet Railing	982 lin.ft.	6.50	6,383.00
Preparation of Slopes	650 sq.yd.	1.00	650.00
Concrete Slab Riprap	650 sq.yd.	7.00	4,550.00
1 1/4-inch Electrical Conduit	530 lin.ft.	1.30	689.00
8-inch Standard Steel Pipe	50 lin.ft.	18.50	925.00
Install Telephone Conduit	All Req.		200.00
Install P.G.E. Company Conduit	All Req. (56%)		375.20
			$274,349.08

Furnish Water Pipe	All Req.	$ 7,500.00
	Subtotal	$567,533.00
	10% Engr. & Cont.	56,753.00
	Total	$624,286.00

Length of 4-Lane PCC Pavement - - -	1.115 Miles
Length of 6-Lane PCC Pavement - - -	1.028 Miles
Length of 4 Structures- - - - - - -	0.000 Mile
Length of 4 Structures- - - - - - -	0.000 Mile (Exception)
Total Length- - - - - - - - - - - - -	2.143 Miles
Cost of 4-Lane PCC Pavement Per Mi.	$579,384.75
Cost of 6-Lane PCC Pavement Per Mi.	$770,386.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane PCC Pave.	$ 646,014.00	$ 594,000.00	$ 52,014.00
6-Lane PCC Pave.	791,957.00	728,000.00	63,957.00
Structures	624,286.00	574,000.00	50,286.00
	$2,062,257.00	$1,896,000.00	$166,257.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Federal-Aid
Project No. I-5-6(51)304

Oregon State Highway Department

MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 26, 1963

Type Code 7221
4-lane Roadway (Sta. 174+38.25 to Sta. 233+23.73)

Drainage Excavation, Unclassified	500	cu.yd.	$ 3.00	$ 1,500.00
General Excavation, Unclassified	3,360	cu.yd.	1.00	3,360.00
Furnishing and Placing Topsoil	21,000	cu.yd.	3.00	63,000.00
6-inch Metal Drain Pipe	310	lin.ft.	2.00	620.00
6-inch Perforated Metal Drain Pipe	1,950	lin.ft.	2.00	3,900.00
Special Backfill in Drains	380	cu.yd.	6.00	2,280.00
3/4-inch Electrical Conduit	100	lin.ft.	1.50	150.00
2-inch Galvanized Water Pipe	300	lin.ft.	2.00	600.00
2 1/2-inch Galvanized Water Pipe	30	lin.ft.	2.50	75.00
Concrete Curbs	710	cu.yd.	44.00	31,240.00
Concrete Walks and Surfacing	600	sq.yd.	4.50	2,700.00
Concrete in Islands	85	cu.yd.	45.00	3,825.00
6-foot Chain-Link Fence	900	lin.ft.	2.25	2,025.00
Metal Guard Rail	2,100	lin.ft.	2.50	5,250.00
Metal Median Barrier	4,800	lin.ft.	3.75	18,000.00
Salvage and Stockpile Type 1 Barricade	75	lin.ft.	1.50	112.50
Salvage and Reinstall Type 1 Barricade	550	lin.ft.	1.00	550.00
Guide Posts, Y-2	180	only	7.50	1,350.00
Guide Posts, Y-3	2	only	8.00	16.00
Coarse Crushed Material in Base	36,400	ton	2.40	87,360.00
3/4" - 0 Material in Base	6,400	ton	2.50	16,000.00
Sprinkling	740	M-gal.	3.00	2,220.00
Asphaltic Plant-Mix Bituminous Base	3,050	ton	6.25	19,062.50
Preparation of Base	All	Req. (43%)		1,290.00
3/4" - 0 Material in Binder Course	190	cu.yd.	5.00	950.00
RC-250 Asphalt	30	ton	50.00	1,500.00
Class "B" Asphaltic Concrete	9,400	ton	6.50	61,100.00
Class "C" Asphaltic Concrete	265	ton	9.00	2,385.00
12-inch Reinforced Concrete Bridge End Panels	120	sq.yd.	12.00	1,440.00
8-inch Standard Reinforced Concrete Pavement	1,100	sq.yd.	5.75	6,325.00
8-inch Continuously Reinforced Concrete Pavement	31,000	sq.yd.	6.75	209,250.00
Pavement Terminal Anchors	200	lin.ft.	20.00	4,000.00
Removal of Existing Sign Installations	All	Req. (10%)		75.00
Sign Support Footings	All	Req. (50%)		11,750.00
Metal Sign Posts	All	Req. (40%)		688.00

50'-0" Thru 60'-0" Sign Bridges	All Req. (29%)			$ 5,742.00
60'-1" Thru 70'-0" Sign Bridges	All Req. (72%)			17,640.00
70'-1" Thru 80'-0" Sign Bridges	All Req. (45%)			11,025.00
123'-0" Sign Bridge	All Req.			9,530.00
Single Sign Supports	All Req.			250.00
Structure Mounts	All Req. (12.5%)			318.75
Overhead Sign Illumination Equipment	All Req. (43%)			10,750.00
Wood Sign Posts	All Req. (54%)			332.80
Type "A" and "B" Signs in Place	2,080	sq.ft.	$ 6.00	12,480.00
Type "C", "D" and "R" Signs in Place	488	sq.ft.	3.65	1,781.20
Type "E", "F", "G" and "M" Signs in Place	123	sq.ft.	4.05	498.15
Illumination Installation, Complete	All Req. (47%)			36,660.00
				$672,956.90
Flagging (57½% of Contractor's Cost)	All Req. (43%)			$ 860.00
Reshape Existing Slopes	All Req. (43%)			2,150.00
				$ 3,010.00
	Subtotal			$675,966.90
	10% Engr. & Cont.			67,596.10
			Total	$743,563.00

Type Code 7221
6-lane Roadway (233 23.73 to Sta. 287+50)

Drainage Excavation, Unclassified	680	cu.yd.	$ 3.00	$ 2,040.00
General Excavation, Unclassified	4,280	cu.yd.	1.00	4,280.00
Furnishing and Placing Topsoil	10,700	cu.yd.	3.00	32,100.00
8-inch Sewer Pipe	270	lin.ft.	2.50	675.00
Extra for Pipe Under Pavement	220	lin.ft.	6.00	1,320.00
8-inch Corrugated Metal Pipe	150	lin.ft.	2.50	375.00
6-inch Perforated Metal Drain Pipe	1,350	lin.ft.	2.00	2,700.00
8-inch Perforated Rigid Drain Pipe	530	lin.ft.	2.50	1,325.00
Special Backfill in Drains	610	cu.yd.	6.00	3,660.00
1-inch Electrical Conduit	160	lin.ft.	2.00	320.00
2-inch Galvanized Water Pipe	100	lin.ft.	2.00	200.00
2 1/2-inch Galvanized Water Pipe	150	lin.ft.	2.50	375.00
Concrete Inlets, Type "B"	3	only	85.00	255.00
Concrete Inlets, Type "P"	4	only	85.00	340.00
Concrete Curbs	690	cu.yd.	44.00	30,360.00
Concrete Walks and Surfacing	3,400	sq.yd.	4.50	15,300.00
Reinforced Concrete Walks	130	sq.yd.	6.00	780.00
Concrete in Islands	285	cu.yd.	45.00	12,825.00
6-Foot Chain-Link Fence	900	lin.ft.	2.25	2,025.00
Metal Guard Rail	4,400	lin.ft.	2.50	11,000.00
Metal Median Barrier	4,000	lin.ft.	3.75	15,000.00
Salvage and Reinstall Median Barrier	80	lin.ft.	2.00	160.00
Salvage and Reinstall Guard Rail	500	lin.ft.	1.50	750.00
Guard Rail-Salvaged Barricade	1,500	lin.ft.	1.00	1,500.00
Salvage and Stockpile Type 1 Barricade	525	lin.ft.	1.50	787.50
Salvage and Stockpile Portable Barricade	13	only	10.00	130.00

Salvage and Reinstall Type 1 Barricade	850 lin.ft.	$ 1.00	$ 850.00
Guide Posts, Y-2	120 only	7.50	900.00
Guide Posts, Y-3	6 only	8.00	48.00
Salvage and Reinstall Guide Posts	7 only	3.00	21.00
Coarse Crushed Material in Base	43,400 ton	2.40	104,160.00
3/4" - 0 Material in Base	8,000 ton	2.50	20,000.00
Sprinkling	860 M-gal.	3.00	2,580.00
Asphaltic Plant-mix Bituminous Base	3,150 ton	6.25	19,687.50
Preparation of Base	All Req. (57%)		1,710.00
3/4" - 0 Material in Binder Course	180 cu.yd.	5.00	900.00
RC-250 Asphalt	25 ton	50.00	1,250.00
Class "B" Asphaltic Concrete	10,200 ton	6.50	66,300.00
Class "C" Asphaltic Concrete	295 ton	9.00	2,655.00
RS-2 Asphalt	2 ton	100.00	200.00
Asphaltic Concrete Traffic Markers. Type L	14 lin.ft.	1.00	14.00
8-inch Standard Reinforced Concrete Pavement	3,900 sq.yd.	5.75	22,425.00
8-inch Continuously Reinforced Concrete Pavement	43,000 sq.yd.	6.75	290,250.00
Pavement Terminal Anchors	700 lin.ft.	20.00	14,000.00
Removal of Existing Sign Installations	All Req. (90%)		675.00
Sign Support Footings	All Req. (49%)		11,515.00
Metal Sign Posts	All Req. (59%)		1,014.80
50'-0" Thru 60'-0" Sign Bridges	All Req. (71%)		14,058.00
60'-1" Thru 70'-0" Sign Bridges	All Req. (28%)		6,860.00
70'-1" Thru 80'-0" Sign Bridges	All Req. (55%)		13,475.00
Butterfly Sign Structure	All Req.		4,800.00
Double Butterfly Sign Structure	All Req.		2,550.00
Structure Mounts	All Req. (27.5%)		2,231.25
Overhead Sign Illumination Equipment	All Req. (57%)		14,250.00
Wood Sign Posts	All Req (48%)		307.20
Type "A" and "B" Signs in Place	2,002 sq.ft.	6.00	12,012.00
Type "C", "D" and "R" Signs in Place	478 sq.ft.	3.65	1,744.70
Type "E", "F", "G" and "H" Signs in Place	155 sq.ft.	4.05	627.75
Illumination Installation, Complete	All Req. (53%)		41,340.00
			$815,993.70
Flagging (57½% of Contractor's Cost)	All Req. (57%)		$ 1,140.00
Reshape Existing Slopes	All Req. (57%)		2,850.00
			$ 3,990.00
	Subtotal		$819,983.70
	10% Engr & Cont		81,998.30
	Total		$901,982.00

Type Code Y009
Bryant St. Ped. U'xing (Br. #[illegible]016) (Sta. "L" [illegible]11+50) (230 feet)

Shoring, Cribbing, etc.	All Req.		$ 500.00
Structural Excavation	100 cu.yd	$ 5.00	500.00
Structural Excavation Below Elevation Shown	10 cu.yd.	7.00	70.00
Class "A" Concrete (161 cu.yd. $85.00)	All Req.		13,685.00
Metal Reinforcement (29,000 lb. $0.15)	All Req.		4,350.00
Standard Steel Railing	464 lin.ft.	14.00	6,496.00
			$ 25,601.00

Type Code X[illegible]21
Ainsworth St. U'xing (Br. #[illegible]000) (Sta. "L" 235+65.3[illegible]) (209 feet)

Shoring, Cribbing, etc.	All Req. (26%)		$ 2,470.00
Structural Excavation	250 cu.yd.	$ 5.00	1,250.00
Structural Excavation Below Elevations Shown	40 cu.yd	7.00	280.00
Class "A" Concrete (1,035 cu.yd. $70.00)	All Req. (23%)		72,450.00
Metal Reinforcement (244,000 lb. $0.125)	All Req. (25%)		30,500.00
Metal Parapet Railing	416 lin.ft.	7.00	2,912.00
Preparation of Slopes	600 sq.yd.	1.50	900.00
Concrete Slab Riprap	600 sq.yd.	7.00	4,200.00
1 1/4-inch Electrical Conduit	240 lin.ft.	1.50	360.00
Install P.G.E. Company Conduit	All Req. (22%)		198.00
Install Water Mains	All Req. (77%)		2,002.00
Remove Existing Structures	All Req. (50%)		5,000.00
			$1[illegible]3,5[illegible]2.00

Type Code X[illegible]21
Alberta St. U'xing (Br. #9007) (Sta. "L" 262+63.7[illegible]) (11[illegible].5 feet)

Shoring, Cribbing, etc.	All Req. ([illegible]2%)		$ 3,[illegible]0.00
Structural Excavation	1,000 cu.yd	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	90 cu.yd.	7.00	630.00
Class "A" Concrete (1,079 cu.yd. $70.00)	All Req. ([illegible])		75,530.00
Metal Reinforcement (234,800 lb. $0.125)	All Req. ([illegible])		29,350.00
Metal Parapet Railing	232 lin.ft.	7.00	1,624.00
1-inch Electrical Conduit	130 lin.ft.	1.25	162.50
1 1/4-inch Electrical Conduit	130 lin.ft.	1.50	195.00
Install P.G.E. Company Conduit	All Req. (22%)		198.00
Install Water Mains	All Req. (23%)		598.00
Remove Existing Structures	All Req. (50%)		5,000.00
			$1[illegible]2,2[illegible].50

Type Code X721
Skidmore St. U'xing (Br. #9012) (Sta. "L" 278+52.76) (487 feet)

Shoring, Cribbing, etc.	All Req. (32%)		$ 3,040.00
Structural Excavation	850 cu.yd.	$ 5.00	4,250.00
Structural Excavation Below Elevation Shown	70 cu.yd.	7.00	490.00
Furnish Treated Timber Piling	870 lin.ft.	1.50	1,305.00
Drive Timber Piles	27 only	60.00	1,620.00
Class "A" Concrete (2,452 cu.yd. $70.00)	All Req. (53%)		171,640.00
Metal Reinforcement (740,200 lb. $0.125)	All Req. (61%)		92,525.00
Metal Parapet Railing	982 lin.ft.	7.00	6,874.00
Preparation of Slopes	650 sq.yd.	1.50	975.00
Concrete Slab Riprap	650 sq.yd.	7.00	4,550.00
1 1/4-inch Electrical Conduit	530 lin.ft.	1.50	795.00
8-inch Standard Steel Pipe	50 lin.ft.	14.00	700.00
Install Telephone Conduit	All Req.		2,500.00
Install P.G.E. Company Conduit	All Req. (56%)		504.00
			$291,768.00
Furnish Water Pipe	All Req.		$ 7,500.00
	Subtotal		$570,668.50
	10% Engr. & Cont.		57,066.50
	Total		$627,735.00

Length of 4-lane PCC Pavement - - - 1.115 Miles
Length of 6-lane PCC Pavement - - - 1.028 Miles
Length of 4 Structures- - - - - - - 0.000 Mile
Length of 4 Structures- - - - - - - 0.000 Mile (Exception)
Total Length- - - - - - - - - - - - 2.143 Miles
Cost of 4-lane PCC Pavement Per Mile $666,872.64
Cost of 6-lane PCC Pavement Per Mile $877,414.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-lane PCC Pave.	$ 743,563.00	$ 684,000.00	$ 59,563.00
6-lane PCC Pave.	901,982.00	829,000.00	72,982.00
Structures	627,735.00	577,000.00	50,735.00
	$2,273,280.00	$2,090,000.00	$183,280.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(51)304

MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 21, 1963

Type Code 7221
4-Lane Roadway (Sta. 174+38.25 to Sta. 233+23.73)

Drainage Excavation, Unclassified	500	cu.yds.	$ 3.00	$ 1,500.00
General Excavation, Unclassified	3,360	cu.yds.	1.00	3,360.00
Furnishing and Placing Topsoil	21,000	cu.yds.	3.00	63,000.00
6-inch Metal Drain Pipe	310	lin.ft.	2.00	620.00
6-inch Perforated Metal Drain Pipe	1,950	lin.ft.	2.00	3,900.00
Special Backfill in Drains	380	cu.yds.	6.00	2,280.00
3/4-inch Electrical Conduit	100	lin.ft.	1.50	150.00
2-inch Galvanized Water Pipe	300	lin.ft.	2.00	600.00
2½-inch Galvanized Water Pipe	30	lin.ft.	2.50	75.00
Concrete Curbs	710	cu.yds.	44.00	31,240.00
Concrete Walks and Surfacing	600	sq.yds.	4.50	2,700.00
Concrete in Islands	85	cu.yds.	45.00	3,825.00
6-foot Chain-Link Fence	1,250	lin.ft.	2.25	2,812.50
Metal Guard Rail	2,100	lin.ft.	2.50	5,250.00
Metal Median Barrier	4,800	lin.ft.	3.75	18,000.00
Salvage and Stockpile Type 1 Barricade	75	lin.ft.	1.50	112.50
Salvage and Reinstall Type 1 Barricade	550	lin.ft.	1.00	550.00
Guide Posts, Y-2	180	only	7.50	1,350.00
Guide Posts, Y-3	2	only	8.00	16.00
Coarse Crushed Material in Base	36,400	tons	2.40	87,360.00
3/4" - 0 Material in Base	6,400	tons	2.50	16,000.00
Sprinkling	740	M-gals.	3.00	2,220.00
Asphaltic Plant-Mix Bituminous Base	3,050	tons	6.25	19,062.50
Preparation of Base	All	Required (43%)		1,290.00
3/4" - 0 Material in Binder Course	190	cu.yds.	5.00	950.00
RC-250 Asphalt	30	tons	50.00	1,500.00
Class "B" Asphaltic Concrete	9,400	tons	6.50	61,100.00
Class "C" Asphaltic Concrete	265	tons	9.00	2,385.00
12-inch Reinforced Concrete Bridge End Panels	120	sq.yds.	12.00	1,440.00
8-inch Standard Reinforced Concrete Pavement	1,100	sq.yds.	5.75	6,325.00
8-inch Continuously Reinforced Concrete Pavement	31,000	sq.yds.	6.75	209,250.00
Pavement Terminal Anchors	200	lin.ft.	20.00	4,000.00

Removal of Existing Sign Installations	All Req. (10%)		$ 75.00
Sign Support Footings	All Req. (50%)		11,750.00
Metal Sign Posts	All Req. (40%)		688.00
50'-0" thru 60'-0" Sign Bridges	All Req. (29%)		5,742.00
60'-1" thru 70'-0" Sign Bridges	All Req. (72%)		17,640.00
70'-1" thru 80'-0" Sign Bridges	All Req. (45%)		11,025.00
123'-0" Sign Bridge	All Required		9,530.00
Single Sign Supports	All Required		250.00
Structure Mounts	All Req. (12.5%)		318.75
Overhead Sign Illumination Equipment	All Req. (43%)		10,750.00
Wood Sign Posts	All Req. (52%)		332.80
Type "A" and "B" Signs in Place	2,080 sq.ft.	$ 6.00	12,480.00
Type "C", "D" and "R" Signs in Place	488 sq.ft.	3.65	1,781.20
Type "E", "F", "G" and "M" Signs in Place	123 sq.ft.	4.05	498.15
Illumination Installation, Complete	All Req. (47%)		36,660.00
			$673,744.40
Sign Covers	All Required		$ 400.00
Flagging (57½% of Contractor's Cost)	All Req. (43%)		860.00
Reshape Existing Slopes	All Req. (43%)		2,150.00
			$ 3,410.00
	Subtotal		$677,154.40
	10% Engr. & Cont.		67,714.60
	Total		$744,869.00

Type Code 7221
6-Lane Roadway (233+23.73 to Sta. 287+50)

Drainage Excavation, Unclassified	680 cu.yds.	$ 3.00	$ 2,040.00
General Excavation, Unclassified	4,280 cu.yds.	1.00	4,280.00
Furnishing and Placing Topsoil	10,700 cu.yds.	3.00	32,100.00
8-inch Sewer Pipe	270 lin.ft.	2.50	675.00
Extra for Pipe Under Pavement	220 lin.ft.	6.00	1,320.00
8-inch Corrugated Metal Pipe	150 lin.ft.	2.50	375.00
6-inch Perforated Metal Drain Pipe	1,350 lin.ft.	2.00	2,700.00
8-inch Perforated Rigid Drain Pipe	530 lin.ft.	2.50	1,325.00
Special Backfill in Drains	610 cu.yds.	6.00	3,660.00
1-inch Electrical Conduit	160 lin.ft.	2.00	320.00
2-inch Galvanized Water Pipe	100 lin.ft.	2.00	200.00
2½-inch Galvanized Water Pipe	150 lin.ft.	2.50	375.00
Concrete Inlets, Type "B"	3 only	85.00	255.00
Concrete Inlets, Type "P	4 only	85.00	340.00
Concrete Curbs	690 cu.yds.	44.00	30,360.00
Concrete Walks and Surfacing	3,400 sq.yds.	4.50	15,300.00

Reinforced Concrete Walks	130 sq.yds.	$ 6.00	$ 780.00
Concrete in Islands	285 cu.yds.	45.00	12,825.00
6-foot Chain-Link Fence	1,950 lin.ft.	2.25	4,387.50
Metal Guard Rail	4,400 lin.ft.	2.50	11,000.00
Metal Median Barrier	4,000 lin.ft.	3.75	15,000.00
Salvage and Reinstall Median Barrier	80 lin.ft.	2.00	160.00
Salvage and Reinstall Guard Rail	500 lin.ft.	1.50	750.00
Guard Rail, Salvaged Barricade	1,500 lin.ft.	1.00	1,500.00
Salvage and Stockpile Type 1 Barricade	525 lin.ft.	1.50	787.50
Salvage and Stockpile Portable Barricade	13 only	10.00	130.00
Salvage and Reinstall Type 1 Barricade	850 lin.ft.	1.00	850.00
Guide Posts, Y-2	120 only	7.50	900.00
Guide Posts, Y-3	6 only	8.00	48.00
Salvage and Reinstall Guide Posts	7 only	3.00	21.00
Coarse Crushed Material in Base	43,400 tons	2.40	104,160.00
3/4" - 0 Material in Base	8,000 tons	2.50	20,000.00
Sprinkling	860 M-gals.	3.00	2,580.00
Asphaltic Plant-Mix Bituminous Base	3,150 tons	6.25	19,687.50
Preparation of Base	All Req. (57%)		1,710.00
3/4" - 0 Material in Binder Course	180 cu.yds.	5.00	900.00
RC-250 Asphalt	25 tons	50.00	1,250.00
Class "B" Asphaltic Concrete	10,200 tons	6.50	66,300.00
Class "C" Asphaltic Concrete	295 tons	9.00	2,655.00
RS-2 Asphalt	2 tons	100.00	200.00
Asphaltic Concrete Traffic Markers, Type L	14 lin.ft.	1.00	14.00
8-inch Standard Reinforced Concrete Pavement	3,900 sq.yds.	5.75	22,425.00
8-inch Continuously Reinforced Concrete Pavement	43,000 sq.yds.	6.75	290,250.00
Pavement Terminal Anchors	500 lin.ft.	20.00	10,000.00
Removal of Existing Sign Installations	All Req. (90%)		675.00
Sign Support Footings	All Req. (47%)		11,515.00
Metal Sign Posts	All Req. (59%)		1,014.80
50'-0" thru 60'-0" Sign Bridges	All Req. (71%)		14,058.00
60'-1" thru 70'-0" Sign Bridges	All Req. (28%)		6,860.00
70'-1" thru 80'-0" Sign Bridges	All Req. (55%)		13,475.00
Butterfly Sign Structure	All Required		4,800.00
Double Butterfly Sign Structure	All Required		2,550.00
Structure Mounts	All Req. (87.5)		2,231.25
Overhead Sign Illumination Equipment	All Req. (57%)		14,250.00
Wood Sign Posts	All Req. (48%)		307.20
Type "A" and "B" Signs in Place	2,002 sq.ft.	6.00	12,012.00
Type "C", "D" and "R" Signs in Place	478 sq.ft.	3.65	1,744.70

Type "E", "F", "G" and "H" Signs in Place	155 lin.ft.	$ 4.05	$ 627.75
Illumination Installation Complete	All Req. (55%)		41,340.00
			$814,356.20
Flagging (57½% of Contractor's Cost)	All Req. (57%)		$ 1,140.00
Reshape Existing Slopes	All Req. (57%)		2,850.00
			$ 3,990.00
	Subtotal		$818,346.20
	10% Engr. & Cont.		81,833.80
	Total		$900,180.00

Type Code Y009
Bryant St. Ped. U'xing (Br. #9016)(Sta. "L" 211+50)(230 feet)

Shoring, Cribbing, Etc.	All Required		$ 500.00
Structural Excavation	100 cu.yds.	$ 5.00	500.00
Structural Excavation Below Elevation Shown	10 cu.yds.	7.00	70.00
Class "A" Concrete (161 cu.yds. 85.00)	All Required		13,685.00
Metal Reinforcement (29,000 lbs. 0.15)	All Required		4,350.00
Standard Steel Railing	464 lin.ft.	14.00	6,496.00
			$ 25,601.00

Type Code X721
Ainsworth St. U'xing (Br. #9000)(Sta. "L" 235+65.39)(209 feet,

Shoring, Cribbing, Etc.	All Req. (26%)		$ 2,470.00
Structural Excavation	450 cu.yds.	$ 5.00	2,250.00
Structural Excavation Below Elevations Shown	40 cu.yds.	7.00	280.00
Class "A" Concrete (1035 cu.yds. 70.00)	All Req. (23%)		72,450.00
Metal Reinforcement (244,000 lbs. 0.125)	All Req. (20%)		30,500.00
Metal Parapet Railing	416 lin.ft.	7.00	2,912.00
Preparation of Slopes	600 sq.yds.	1.50	900.00
Concrete Slab Riprap	600 sq.yds.	7.00	4,200.00
1½-inch Electrical Conduit	240 lin.ft.	1.50	360.00
Install P.G.E. Company Conduit	All Req. (22%)		198.00
Install Water Mains	All Req. (77%)		2,002.00
Remove Existing Structures	All Req. (50%)		5,000.00
			$123,522.00

Type Code X721
Alberta St. U'xing (Br. #9007)(Sta. "L" 262+63.72)(117.5 feet)

Shoring, Cribbing, Etc.	All Req. (42%)		$ 3,990.00
Structural Excavation	1,000 cu.yds.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	90 cu.yds.	7.00	630.00
Class "A" Concrete (1079 cu.yds. 70.00)	All Req. (24%)		75,530.00
Metal Reinforcement (234,800 lbs. 0.125)	All Req. (13%)		29,350.00
Metal Parapet Railing	232 lin.ft.	7.00	1,624.00
1-inch Electrical Conduit	130 lin.ft.	1.25	162.50
1½-inch Electrical Conduit	130 lin.ft.	1.50	195.00
Install P.G.E. Company Conduit	All Req. (22%)		198.00
Install Water Mains	All Req. (23%)		598.00
Remove Existing Structures	All Req. (50%)		5,000.00
			$122,277.50

Type Code X721
Skidmore St. U'xing (Br. #9012)(Sta. "L" 278+52.76)(487 feet)

Shoring, Cribbing, Etc.	All Req. (32%)		$ 3,040.00
Structural Excavation	850 cu.yds.	$ 5.00	4,250.00
Structural Excavation Below Elevation Shown	70 cu.yds.	7.00	490.00
Furnish Treated Timber Piling	870 lin.ft.	1.50	1,305.00
Drive Timber Piles	27 only	60.00	1,620.00
Class "A" Concrete (2,452 cu.yds. 70.00)	All Req. (53%)		171,640.00
Metal Reinforcement (740,200 lbs. 0.125)	All Req. (61%)		92,525.00
Metal Parapet Railing	982 lin.ft.	7.00	6,874.00
Preparation of Slopes	650 sq.yds.	1.50	975.00
Concrete Slab Riprap	650 sq.yds.	7.00	4,550.00
1½-inch Electrical Conduit	530 lin.ft.	1.50	795.00
8-inch Standard Steel Pipe	50 lin.ft.	14.00	700.00
Install Telephone Conduit	All Required		2,500.00
Install P.G.E. Company Conduit	All Req. (56%)		504.00
			$291,768.00
Furnish Water Pipe	All Required		$ 7,500.00
	Subtotal		$570,668.50
	10% Engr. & Cont.		57,066.50
	Total		$627,735.00

Length of 4-Lane PCC Pavement - - - - 1.115 Miles
Length of 6-Lane PCC Pavement - - - - 1.028 Miles
Length of 4 Structures - - - - - - - - 0.000 Mile
Length of 4 Structures - - - - - - - - 0.000 Mile (Exception)
Total Length - - - - - - - - - - - - - 2.143 Miles

Cost of 4-Lane PCC Pavement Per Mile $668,043.94
Cost of 6-Lane PCC Pavement Per Mile $875,661.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane PCC Pave.	$ 744,869.00	$ 684,000.00	$ 60,869.00
6-Lane PCC Pave.	900,180.00	828,000.00	72,180.00
Structures	627,735.00	577,000.00	50,735.00
	$2,272,784.00	$2,089,000.00	$183,784.00

4

RECEIVED
JUL 20 1965

FOR FILING
E-5-6(51)304

6384

July 19, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
San Francisco, California 94104

Gentlemen:

Attached is a copy of a revised claim in the amount of $13,663.64 plus interest, which has been filed with the Secretary of State by Maquire, Shields, Morrison, Bailey and Kester on behalf of Econolite, a Division of Tamar Electronics, Inc.

The claim states this is for supplies and materials furnished to F.E. Arbuckle, subcontractor, in reference to the Pacific Concrete Company and Otis P. Jordan, Jr., Contract No. 6384, for paving, structures, signing, and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

The Secretary of State has informed us that they have received and filed this revised claim (File No. 4128).

We furnish this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc James E. Schram & Company
Pacific Concrete Co. & Otis P. Jordan, Jr.
Maguire, Shields, Morrison, Bailey & Kester
Glenn Jackson
David B. Simpson

CWH:fkn

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

July 9, 1965

Certified Mail
Return Receipt Requested

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: South Unit, Minnesota Freeway - Contract No. 6384; Pacific Concrete Company, an Oregon corp., and Otis P. Jordan, Jr., principals and prime contractors; Glens Falls Insurance Company, surety

Dear Sirs:

On June 11, 1965, we filed with your offices a notice of a claim by Econolite against the above-noted bonding company on the above-noted project. After a review of our records, we noted that our computation of the claim was not correct. Accordingly, we enclose a revised notice of the claim which Econolite is making against the bond on the above-noted project.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Paul W. Jones
Paul W. Jones

PWJ:vgr
Enclosure

CLC please [illegible]

Sec. of State File No. 4129
Filed → 6-11-65

NOTED
C. W. HEAD

July 7, 1965

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: South Unit, Minnesota Freeway - Contract No. 6384; Pacific Concrete Company, an Oregon corp., and Otis P. Jordan, Jr., principals and prime contractors; Glens Falls Insurance Company, surety

Dear Sirs:

Pursuant to ORS Chapter 279, notice hereby is given that Econolite, a Division of Tamar Electronics, Inc., has a claim for supplies and materials furnished by it to F. E. Arbuckle, 5222 N. E. Sacramento, Portland, Oregon, a sub-contractor, for the prosecution of work on the above-noted project, in the sum of $13,663.64, together with interest thereon at the rate of 6% per annum from January 1, 1965, against the bond taken from Pacific Concrete Company and Otis P. Jordan, Jr., as principals, and Glens Falls Insurance Company as surety, in connection with work on the above-noted project. The supplies and materials furnished related to the construction of highway signs and lighting and consisted of hinac-coated aluminum extrusions, scotchlite, numerals and letters and other materials.

Very truly yours,

ECONOLITE
A Division of Tamar Electronics, Inc.

By W D Raymond
W. D. Raymond, Vice President

RECEIVED
JUN 30 1965
FOR FILING

I-5-6(51)304

6384

June 29, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Bldg., 350 Sansome Street
San Francisco, California 94104

Gentlemen:

Attached is a copy of a claim in the amount of $46,231 which has been filed with the Secretary of State by Metal Products Division, Armco Steel Corporation for Armco Pregalvanized Flex-Beam Guardrail.

The claim states this is in connection with the Pacific Concrete Company and Otis P. Jordan, Jr., Contract No. 6384 for paving, structures, signing, and illumination on the South Unit, Minnesota Freeway of the Pacific Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:gc

cc Metal Products Division
James E. Schram & Co.
Pacific Concrete Co., & Otis P. Jordan, Jr.
Glenn L. Jackson
David B. Simpson

NOTED ON CARD
G.C. 6-29-65

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6384)

TO: Secretary of State
State of Oregon
and
Clerk, Oregon State Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned, Metal Products Division, Armco Steel Corporation, has a claim for Armco Pregalvanized Flex-Beam Guardrail furnished to J. C. Denton and Sons, Inc. for the amount of $26,231.00 against the bond taken from the Pacific Concrete Company, Inc. and Otis P. Jordan, principals, and the Glens Falls Insurance Company, surety for the work of paving, structures, signing and illuminating the South Unit of the Minnesota Freeway, Pacific Highway, Multnomah County, Oregon.

Dated this 22nd day of June, 1965.

METAL PRODUCTS DIVISION
Armco Steel Corporation

By K. C. Burn
K. C. Burn
Area Credit Manager

ARMCO METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
130 EAST 8TH AVENUE, DENVER, COLORADO 80203

"RETURN RECEIPT REQ

RECEIVED
JUN 23 1965
OREGON
STATE HIGHWAY COMMISSION

TOM McCALL
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

June 24, 1965

COPY

Mr. K. C. Burn
Area Credit Manager
Armco Metal Products Division
130 E. 5th Avenue
Denver, Colorado 80203

Dear Mr. Burn:

This will acknowledge receipt of "Notice of Claim" dated June 22, 1965, covering a claim in the amount of $26,231.00, against the Pacific Concrete Company, Inc. and Otis P. Jordan, Glens Falls Insurance Company, surety.

This is in connection with State Highway Commission contract No. 6384 - Pacific Highway, Multnomah County, South Unit of the Minnesota Freeway, for the work of paving, structures, signing and illuminating.

Our file number is 4132.

Sincerely,

TOM McCALL
Secretary of State
By:
Inger J. Henrikson
(Miss) Inger J. Henrikson
Elections and Public Records

IJH
cc: Secretary's office
State Highway Commission

RECEIVED
JUN 25 1965

NOTED
C. W. HEAD

RECEIVED
JUN 18 1965

I-5-6 (51) 304
6384

June 18, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building, 350 Sansome Street
San Francisco, California 96104

Gentlemen:

Attached is a copy of a claim in the amount of $4,497.91 plus interest which has been filed with the Secretary of State by Maguire, Shields, Morrison, Bailey & Kester on behalf of Econolite, a Division of Tamar Electronics, Inc.

The claim states this is for supplies and materials furnished to F. E. Arbuckle, subcontractor, in connection with Pacific Concrete Company and Otis P. Jordan, Jr., Contract No. 6384, for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

The Secretary of State has informed us today that this claim was filed in his office on June 11, 1965, and was assigned his File No. 4128.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment
cc:

James E. Schram & Company
Woodlark Building
Portland 5, Oregon

Pacific Concrete Co. &
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Maguire, Shields, Morrison, Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland, Oregon 97205

Mr. Jackson
Mr. Simpson

NOTED ON CARD
Jan

1859

TOM McCALL
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

June 16, 1965

COPY

Mr. Paul W. Jones
Maguire, Shields, Morrison, Bailey & Kester
723 Pittock Block
Portland, Oregon 97205

Re: Our Claim Files No. 4128, 4129, 4130
Hwy. Com. Contracts 6384, 6380, 6515
Claims by Econolite

Dear Mr. Jones:

This will acknowledge receipt of three letter-claims dated June 10, 1965, from you.

We have filed these claims as of June 11, 1965:

Our Claim File No. 4128 covers Highway Commission Contract No. 6384
" " " " 4129 " " " " " 6380
" " " " 4130 " " " " " 6515

Econolite, a division of Tamar Electronics, Inc., 8900 Bellanca Avenue, Los Angeles, is bringing the claim in each file mentioned above.

Sincerely,

TOM McCALL
Secretary of State
By:
Inger J. Henrikson
(Miss) Inger J. Henrikson
Elections and Public Records

IJH
cc: Highway Commission Secretary

NOTED
C. W. HEAD

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

June 10, 1965

Certified Mail
Return Receipt Requested

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: South Unit, Minnesota Freeway - Contract No. 6384; Pacific Concrete Company, an Ore. corp., and Otis P. Jordan, Jr., principals and prime contractors; Glens Falls Insurance Company, surety.

Dear Sirs:

This office has been retained by Econolite, a division of Tamar Electronics, Inc., located at 8900 Bellanca Avenue, Los Angeles, California, to take whatever action is necessary to prosecute the claim mentioned below.

Pursuant to ORS Chapter 279, notice hereby is given that Econolite, a division of Tamar Electronics, Inc., has a claim for supplies and materials furnished to F. E. Arbuckle, 5222 N.E. Sacramento, Portland, Oregon, a sub-contractor, for the prosecution of work on the above-noted project, in the sum of $4,497.91, together with interest thereon at the rate of 6% per annum from January 1, 1965, against the bond taken from Pacific Concrete Company and Otis P. Jordan, Jr., as principals, and Glens Falls Insurance Company as surety, in connection with work on the above-noted project. The supplies and materials furnished related to the construction of highway signs and consisted of hinac coated aluminum extrusions, scotchlite, numerals and letters and other materials.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Paul W Jones
Paul W. Jones

PWJ:vgr

RECEIVED
11 1965
OREGON
STATE HIGHWAY COMMISSION

FILED
FLOYD QUERY

RECEIVED
JUN 10 1965

FOR FILING

/5

6384

June 9, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building, 350 Sansome Street
San Francisco, California 96104

Gentlemen:

On June 1, 1965, we wrote to you concerning release of final payment on Contract No. 6384, awarded to Pacific Concrete Company and Otis P. Jordan, Jr., for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $92,769.33 and the total contract amount is $1,932,838.27, including $11,700.25 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Pacific Concrete Co. &
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

James E. Schram & Company
Woodlark Building
Portland 5, Oregon

C. H. Maison
Attn: John Herr

Gordon H. Ball, Inc.
P. O. Box 276
Danville, California 94526

RECEIVED
MAY 27 1965
FOR FILE

6384

May 27, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 23, 1965, on Contract No. 6384. The contract was with Pacific Concrete Company and Otis P. Jordan, Jr., and was for paving, structures, signing, and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This matter will be presented to you at the Commission meeting on June 1.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

RLP:bg fn

RECEIVED
MAY 24 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: South Unit, Minnesota Freeway
Pacific Highway, I-5-6(51)304
Contract No. 6384
Compaction Results - Asphaltic Concrete Pavement

Dear Sir:

Listed below is a summary of the compaction test results on the South Unit, Minnesota Freeway Section of the Pacific Highway, Contract No. 6384:

Total No. Tests Taken	Total No. Tests Recores	Total Final Tests	No. Final Tests 92%+	No. Final Tests 92%-
108	17	91	83	8 - 8.8%

FAILING TESTS

Line	Station	Top Course A.C.	Bottom Course A.C.	
"LN"	199+00	91.9%		
"LN"	234+00	91.3%		91.5 - 92.0 = 4
"NP"	224+00	89.4%		91.0 - 91.5 = 2
"SP"			91.4%	Below 91 = 2
"KL"	251+00	91.9%	91.7%	
"ML"	272+00	89.0%	91.8%	

I believe these results indicate that the compaction substantially conforms to the specified 92 per cent.

This work was substantially completed during the fall of 1964. Due to the lower prevailing temperatures at that time of the year, any corrective action taken then, such as re-rolling those sections with low test results, would probably have done more harm than good. Any corrective action taken at a later date with warmer prevailing temperatures would be of doubtful value as the traffic will have already compacted these areas sufficiently.

Your concurrence as to the compaction results substantially conforming to the required specifications is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By MGlenn

M. D. Glenn
Field Testing Engineer

MDG:fp

cc F. B. Klaboe
L. H. Young

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1965
FILING

See note on card
C.H.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-5-6(21)204

6384

May 19, 1965

The [illegible] Company
[illegible] N. E. 82nd Avenue
Portland, Oregon 97[illegible]0

Attention: Mr. Karl-Heinz [illegible]

Gentlemen:

This will acknowledge receipt of your claim letter of May 18, stating that Pacific Concrete Company owes you for steel sign structures in the amount of $18,701.7[illegible].

From the description given, it appears that the contract to which you refer is our Contract No. 6384, awarded to Pacific Concrete Company and Otis P. Jordan, Jr., for paving, structures, signing, and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

The surety on this project is the Glens Falls Insurance Company through James S. Schram [illegible] Company, [illegible]Clark Building, Portland 5, Oregon. We will advise them of the receipt of your letter and will also send your claim letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
LLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1965
TOM McCALL
SECRETARY OF STATE

Att.

NOTED ON CARD
J. L.

cc Glens Falls Insurance Company
Pacific Concrete Co., & Otis P. Jordan, Jr.
✓ Honorable Tom McCall, Secretary of State
3 Commissioners

File 4126

FILED
MAY 20 1965
TOM McCALL
SECRETARY OF STATE

P.S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

THE JUCHO COMPANY

HOOD RIVER, OREGON

TELEPHONE: 386-1856
CABLE: "JUCHO" HOOD RIVER

P. O. BOX 420
HOOD RIVER, OREGON

Please Reply to:
2530 N. E. 82nd Avenue
Portland, Oregon 97220
Tel. 255-5511

May 13, 1965

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

Notice hereby is given that undersigned, The Jucho Company, has a claim for steel sign structures, contract items #73, #74, #75, #76, #77, #78, #79, #80 and #81, in the sum of $18,701.72, against the bond taken from Pacific Concrete Company and Glens Falls Insurance Company for the work of Oregon State Highway Department Contract No. 6384 - South Unit Minnesota Freeway, Multnomah County.

Yours very truly,

THE JUCHO COMPANY

Karl-Heinz Klippstein
General Manager

KHK:ab

cc: Pacific Concrete Company
P. O. Box 7648
Portland, Oregon 97220

Glens Falls Insurance Company
901 S. E. Oak Street
Portland, Oregon

Ralph W. Fullerton Company
901 S. W. Oak Street
Portland, Oregon

RECEIVED
MAY 10 1965
FOR FILING
6384
[illegible]

May 7, 1965

Portland Wire & Iron Works
4644 S.E. 17th Avenue
Portland 2, Oregon

Attention: Mr. C.A. Lomax
Secretary-Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of May 5 and attached copy of your claim addressed to the Secretary of State stating that Pacific Concrete Company and Otis P. Jordan, Jr., owes you for miscellaneous iron work and aluminum metal parapet railing work in the amount of $7,429.56.

Your claim states this is in connection with the Pacific Concrete Company and Otis P. Jordan, Jr., Contract No. 6384 for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

We have received notification from the Secretary of State that your claim was filed in his office on May 6 and was assigned his File No. 4122.

This information is being noted in our records and we will advise the surety and the contractor of the receipt of your claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Glens Falls Insurance Company
James E. Schram & Co.
Pacific Concrete Co.,
and Otis P. Jordan, Jr.
Glenn Jackson
David Simpson

CWH:fkn

5-7-65
[illegible]
fkn

FABRICATION AND ERECT[illegible] OF STEEL AND WIRE • TWX [illegible] 440 • BELMONT 4-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

May 5, 1965

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

We are enclosing herewith for your inspection, the following documents that have been sent from this office notifying the proper people that we have not been paid for material furnished to Pacific Concrete Company, Portland, Oregon for their use on Contract Number 6384 - South Unit - Minnesota Freeway Section of Pacific Highway in Portland, Oregon.

(1) Carbon copy of a letter notifying the Secretary of State, State of Oregon, so that it may become a public record.

(2) Carbon copy of a letter notifying Pacific Concrete Company of our procedure.

(3) Carbon copy of a letter notifying the Bonding Company Glens Falls Insurance Company, Portland, Oregon, that we have not been paid the money due us - total amount: $7,429.56.

Yours very truly,

Portland Wire & Iron Works

C. A. Lomax
Secretary-Treasurer

RECEIVED
[illegible] 1965
OREGON
STATE HIGHWAY COMMISSION

CAL:g
encls.

Al please handle

FABRICATION AND EREC[illegible]N OF STEEL AND WIRE • [illegible] • BELMONT 4-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

May 5, 1965

COPY

Secretary of State
State of Oregon
Salem, Oregon

Subject: Paving, Structures, Signing and Illumination So. Unit - Minnesota Freeway Section of Pacific Highway in Portland, Oregon Contract Number: 6384 General Contractor: Pacific Concrete Company & Otis P. Jordan, Jr.

Dear Sir:

We are enclosing herewith, a signed statement that our firm has not been paid for Miscellaneous Iron Work and Aluminum Metal Parapet Railing furnished to Pacific Concrete Company, contractors, for use on the Minnesota Freeway Section of Pacific Highway in Portland, Oregon.

We are serving this notice in accordance with Chapter 44 entitled, "Public Contracts and Employment Thereunder, ARTICLE 1, CONTRACTS BOND: BIDS AND BIDDING".

Yours very truly,

PORTLAND WIRE & IRON WORKS

By ______________________
Sec'y-Treas.

CEIVED
1965
OREGON
HIGHWAY COMMISSION

FABRICATION AND EREC ON OF STEEL AND WIRE • TW • BELMONT 4-9781

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

May 5, 1965

COPY

To: Secretary of State
State of Oregon
Salem, Oregon.

Notice is hereby given that the undersigned, Portland Wire & Iron Works has a claim for Miscellaneous Iron Work and Aluminum Metal Parapet Railing Work in the sum of 37429.56 against the bond taken from Glens Falls Insurance Company for the work of building the South Unit - Minnesota Freeway Section of Pacific Highway in Portland, Oregon.

PORTLAND WIRE & IRON WORKS

By ____________________
Sec'y-Treas.

RECEIVED
OREGON
HIGHWAY COMMISSION

FABRICATION AND EREC ON OF STEEL AND WIRE • TW D 440 • BELMONT 4-9781

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

May 5, 1965

COPY

Pacific Concrete Company
10401 N. E. Marx
Portland, Oregon

Gentlemen:

This is to advise you that we have this day notified your Bonding Company, the Glens Falls Insurance Company of Portland, Oregon that we have not been paid the sum of $7,429.56 still owing us for Miscellaneous Iron Work and Aluminum Parapet Railing furnished under your Contract Number 6384 with the Oregon State Highway Commission Job, South Unit-Minnesota Freeway Section of the Pacific Highway in Portland, Oregon.

A copy of our letter to the Bonding Company and also a copy of our letter to the Oregon State Highway Commission is being enclosed for your files.

Yours very truly,

Ivan Horne
Credit Manager

IH:g
encls.

RECEIVED
[illegible] 1965
[illegible]
[illegible] HIGHWAY COMMISSION

FABRICATION AND ERECTION OF STEEL AND WIRE • [illegible] • BELMONT 4-9781

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

May 5, 1965

COPY

Glens Falls Insurance Company
901 S. E. Oak Street
Portland, Oregon

ATTN: Bonding Department

Gentlemen:

Subject: Pacific Concrete Company Bond, South Unit - Minnesota Freeway Section of Pacific Highway, Portland, Oregon Contract Number: 6384 Oregon State Highway Commission.

You are hereby formally advised that there is still owing from the above subject contractor and job the sum of $7,429.56. This balance covers Miscellaneous Iron Work and Aluminum Parapet Railing furnished the contractor for work on the subject job.

For your records we are attaching hereto copies of letters to the Secretary of State, State of Oregon and also the Oregon State Highway Commission which are self-explanatory. We ask for proper protection under the Bond which you have issued in favor of the above subject contractor in the amount of $1,860,206.00.

Yours very truly,

PORTLAND WIRE & IRON WORKS

C. A. Lomax
Secretary-Treasurer

CAL:g
encls.

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

TOM McCALL
Secretary of State

May 6, 1965

COPY

Portland Wire & Iron Works
4744 SE 17th Avenue
Portland, Oregon   97202

#6384

Gentlemen:

This will acknowledge receipt of your letter of May 5, 1965 transmitting a Notice of Claim against Pacific Concrete Company & Otis P. Jordan, Jr., in the amount of $7,429.56, for Paving, Structures, Signing and Illumination on the South Unit of the Minnesota Freeway Section of the Pacific Highway, in Portland; surety, Glens Falls Insurance Company.

We are filing this claim as of this date. Our file number is 4122.

Sincerely,

TOM McCALL
Secretary of State
By:

(Miss) Inger J. Henrikson
Elections and Public Records

IJH
cc: Cecil Head
    State Highway Commission

RECEIVED
[illegible]

NOTED
C. W. HEAD

RECEIVED
MAY 5 - 1965

FOR FILING

6384

May 3, 1965

Maguire, Shields, Morrison,
Bailey & Koster
723 Pittock Block
Portland, Oregon 97205

Attention: Mr. Richard A. Van Hoomissen

Gentlemen:

This will acknowledge receipt of your letter of April 29, 1965 and attached notice of claim stating that Pacific Concrete Company, & Otis P. Jordan, Jr., owes J. C. Denton & Sons, Inc. $24,056.33 as amended, together with interest thereon at the rate of 6% per annum from January 31, 1965 util paid.

The claim states this is in reference to the Pacific Concrete Company, and Otis P. Jordan, Jr., Contract No. 6384 for paving, structures, signing, and illumination, South Unit, Minnesota Freeway on the Pacific Highway in Multnomah County. We are advising the surety and the contractor of the receipt of this claim.

Thank you for informing us of the error which * appeared on line 4 in our letter to you dated April 8, 1965.

Please let us know when this claim has been paid so that we can clear our records.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

NOTED ON CARD

cc Glens Falls Insurance Company
James E. Schram & Company
Pacific Concrete Company,
& Otis P. Jordan, Jr.

CWH:gc

* The amount of the claim was erroneously shown as $240,056.33.

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

April 29, 1965

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

Enclosed herewith is a notice of claim in connection with Oregon State Highway Contract No. 6384 which is sent to you as Clerk of the Oregon State Highway Commission. This is the same claim that I sent you on April 7, 1965. However, because of typographical errors in the notice of claim and in your letter of April 8, 1965 to us, I have corrected the same. Your error appears on Line 4 of your letter to us, the amount of our claim being $24,056.33. Since you sent carbon copies of that letter to others, we wish to correct this entire matter.

We would appreciate your acknowledging receipt of our new notice upon the copy attached and returning the copy to us in the enclosed self-addressed stamped envelope. We are providing one additional copy for your use and will be happy to provide others if required.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Richard A Van Hoomissen
Richard A. Van Hoomissen

RAVH ar

Enclosure
cc: Secretary of State

Ole please handle

NOTED
C. W. HEAD

RECEIVED
APR 30 1965
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6384)

To: Secretary of State, State of Oregon
and
Clerk, Oregon State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, J.C. DENTON & SONS, INC., an Oregon corporation, with its principal office and place of business in Beaverton, Oregon, has a claim for materials and labor supplied in installing metal guard rails and guide posts as part of Oregon State Highway Department Contract No. 6384, under authority of a subcontract dated February 18, 1964, by and between the aforesaid J.C. Denton & Sons, Inc. and Pacific Concrete Company and Otis P. Jordan, Jr., as amended, in the sum of $55,382.85, no part of which has been paid except the sum of $31,326.52, leaving a balance due of $24,056.33, together with interest thereon at the rate of 6% per annum from Jan. 31st 1965 until paid, which J.C. Denton & Sons, Inc. claims against the bond taken from the said Pacific Concrete Company and Otis P. Jordan, Jr., Principals, and Glens Falls Insurance Company, Surety, for the work of paving, structuring, signing and illuminating the South Unit, Minnesota Freeway, Pacific Highway, Multnomah County, Oregon.

Dated this 29th day of April, 1965.

J. C. DENTON & SONS, INC.
By A.W. Denton
Secretary

Subscribed and sworn to before me this 29th day of April, 1965, in the State of Oregon and County of Multnomah.

Richard A Van Hoomissen
Notary Public for Oregon
My commission expires: Aug 8, 1967

RECEIVED
APR 30 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 30 1965
FOR FILING

April [illegible], 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Attached is a copy of a claim in the amount of $32,906.75 which has been filed with the Secretary of State by American Bitumuls & Asphalt Company for petroleum products furnished to Pacific Concrete Company.

This appears to be in reference to the Pacific Concrete Company and Otis P. Jordan, Jr. Contract No. 6364 for paving, structures, signing and illumination on the South Unit, Minnesota Freeway section of the Pacific Highway in Multnomah County. This notice states that it amends a previous notice sent on March 31, 1965.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CAH:jf

cc: James E. Schram & Company
Woodlark Building
Portland 5, Oregon

Pacific Concrete Company and
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
jf

[illegible]

Mr. [illegible] Foard, Dist. Mgr.
American Bitumuls & Asphalt Co.
P.O. Box [illegible]
Portland, Oregon 97208

Re: Our file no. 4116

Dear Mr. Foard:

This will acknowledge receipt of corrected "Notice of Claim" dated April 21, 1965.

We are filing this corrected claim as of April 26, 1965.

Any time we can be of service to you, please do not hesitate to call upon us.

COPY

Sincerely,

Tom McCALL
Secretary of State
By:
Inger J. Henrikson
(Miss) Inger J. Henrikson
Elections and Public Records

IH
cc: Highway Commission
Attention: C. W. Head

NOTED
C. W. HEAD

AMERICAN BITUMULS & ASPHALT COMPANY
5501 N. W. FRONT AVENUE P. O. BOX 4424 PORTLAND OREGON 97208
TELEPHONE CAPITOL 3-1666

EXECUTIVE OFFICES
SAN FRANCISCO

April 21, 1965

Certified Mail

To: THE STATE OF OREGON

NOTICE IS HEREBY GIVEN THAT American Bitumuls & Asphalt Company has a claim for materials, namely petroleum products furnished to Pacific Concrete Company, principal, in the sum of $32,906.75 and against the Glen Falls Insurance Company, as Surety, for 2.1 miles of paving and improvement on the Minnesota Freeway section of the Pacific Highway in Multnomah County, Oregon, contract #6384. This notice amends the notice sent on March 31, 1965.

Dated this 21st day of April, 1965.

AMERICAN BITUMULS & ASPHALT COMPANY

C. M. Foard
C.M. Foard, District Mgr.

BITUMULS—EMULSIFIED ASPHALTS • LAYKOLD • BITUSIZE—INDUSTRIAL ASPHALT EMULSIONS • ASPHALTS—PAVING AND INDUSTRIAL

RECEIVED
APR 23 1965
FOR FILING

6384

April 19, 1965

Pacific Concrete Company &
Otis P. Jordan, Jr.
10401 N.E. Marx St.
Portland, Oregon

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6384, FA Project I-5-6(51)304.

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Fred Klaboe
Asst. State Highway Engineer

cc: F. D. Morgan
L. H. Young

DB: ia

NOTED
F. B. KLABOE

RECEIVED
APR 21 1965
OFFICE ENGINEERING

FORM E-1 (REV 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 9000, 9007, 9012, 9016

WEEK ENDING: April 17, 1965

SECTION: Minnesota Fwy.

SECTION PREFIX: 626-1012

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: S. Unit, Minnesota Fwy.

KIND OF WORK: Paving, Structures, Signing, & Illumination

CONTRACTOR: Pacific Conc. Co., O.P. Jordan

CONTRACT NUMBER: 6384

FEDERAL AID PROJECT NUMBER: I-5-6(51)304

DATE OF CONTRACT: Jan. 31, 1964

DATE WORK STARTED: Feb. 17, 1964

ESTIMATED COMPLETION DATE: Compl. 3/23/65

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION

SPECIFIED WORK DAYS: Compl. 1122/64

WORK DAYS USED: 319 of 297

PERCENT OF TIME ELAPSED: 107

PROJECT AUTHORIZATION $ 2,109,490.33

EXCLUSIVE OF ENGINEERING $ 1,959,482.84

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,942,086.80

ESTIMATED PERCENT [illegible] UNDERRUN - 1 %

ENGINEERING AUTHORIZATION $ 150,008.24

ENGINEERING COST TO DATE $ 162,600.00

PERCENT OF AUTHORIZATION 108 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

DATE PROJECT WAS COMPLETED: Mar. 23, 1965

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Conc.
100 [illegible]	100 [illegible]	100	100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.14	2.14		2.14	2.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.14	2.14		2.14	2.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	29,445	98,465		29,404	77,011
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES	Compl.	Compl.		Compl.	Compl.
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			NOTED JOHN R. OAKES
MONDAY			
TUESDAY			CONSTRUCTION DIVISION
WEDNESDAY			RECEIVED
THURSDAY			20 1965 ☐ CE ☐ ACE ☐ ACE ☐ ☑ COE
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	The final final inspection of the project was made today in company with the BUreau of Public Roads Engrs.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The final final inspection of the project was made in company with Messrs. H.A. Schell & Orv. Macomber, BPR engineers.

SIGNED William E. Maltby
William E. Maltby, Resident Engineer
ADDRESS Portland, Oregon 97213

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 19 1965
FOR FILING

Please record on Card

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 15, 1965

RECEIVED
APR 16 1965
TOM McCALL
SECRETARY OF STATE

Coral Corporation
P. O. Box [illegible]
[illegible], Oregon

Gentlemen:

This will acknowledge receipt of your claim letter of April 9 stating that Pacific Concrete Company and Otis F. Jordan, Jr. owes you $18,582.76 for steel sign structures.

This appears to be in connection with Pacific Concrete Company and Otis F. Jordan, Jr., Contract No. 6364, for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

We will advise the Glens Falls Insurance Company, surety, and James E. Schram and Company, agent, of the receipt of your claim and we will also [illegible] your claim letter to the Secretary of State for filing.

Please advise us when your claim has been paid so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

CAH:jf
cc: Glens Falls Insurance Company
Pacific Coast Department
Cahill Bldg., 350 Sansome Street
San Francisco, California 94104

Pacific Concrete Company &
Otis F. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

James E. Schram and Company
Woodlark Building
Portland 5, Oregon

Mr. Jackson
Mr. Simpson

File 4119

Hon. Tom McCall
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

(P. S. Please acknowledge receipt of the claim on the enclosed copy of this letter.)

FILED
APR 16 1965
TOM McCALL
SECRETARY OF STATE

NOTED
C. W. HEAD

NOTED ON CARD
jf

656-0601
PHONE [illegible]
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON

April 9, 1965

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

Notice hereby is given that undersigned, Coral Corporation, has a claim for steel sign structures, contract items #73,#74,#75,#76, #77,#78,#79,#80 and #81, in the sum of $18,582.76, against the bond taken from Pacific Concrete Company and Glens Falls Insurance Company for the work of Oregon State Highway Department Contract No. 6384 - South Unit Minnesota Freeway, Multnomah County.

Sincerely yours,

CORAL CORPORATION

James B. Irving
President

m

cc:Pacific Concrete Company
P.O. Box 7648
Portland 20, Oregon

Glens Falls Insurance Company
901 S.E. Oak Street
Portland, Oregon

Ralph W. Fullerton Company
901 S.E. Oak Street
Portland, Oregon

[illegible]

RECEIVED
FORM E-123X 50M 9-64
APR 15 1965

FOR FILING

please note on card
G.H.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 8, 1965

Maguire, Shields, Morrison, Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland, Oregon 97205

Attention: Mr. Richard A. Van Hoomissen

Gentlemen:

This will acknowledge receipt of your letter of April 7 and attached Notice of Claim stating that Pacific Concrete Co., and Otis P. Jordan, Jr., owes your client, J. C. Denton and Sons, Inc., $240,056.33 together with interest thereon for materials and labor. $24,056.33

This appears to be in connection with State Highway Contract No. 6364, Pacific Concrete Co., and Otis P. Jordan, Jr., for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

We are advising the surety, Glens Falls Insurance Company and the agent, James E. Schram and Company, of the receipt of this claim. We are also forwarding it to the Secretary of State for filing.

When this claim has been paid, please let us know so we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Glens Falls Insurance Company
James E. Schram and Company
Pacific Concrete Co. and Otis P. Jordan, Jr.
Commissioners
Hon. Tom McCall
Secretary of State
P.S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

FILED
APR 9 1965
TOM McCALL
SECRETARY OF STATE

NOTED
C. W. HEAD

NOTED ON CARD

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

April 7, 1965

CERTIFIED MAIL

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Enclosed herewith is notice of claim in connection with the Oregon State Highway contract No. 6384 which is sent to you as the Clerk of the public body letting this contract.

We would appreciate your acknowledging receipt of the same upon the copy attached and returning the copy to us in the enclosed self-addressed, stamped envelope. We are providing one additional copy for your use and will be happy to provide others if required.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Richard A. Van Hoomissen

Enclosure

RAVH ar

Cec
please handle
FQ

NOTED
C. W. HEAD

RECEIVED
APR - 8 1965
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6384)

To: Secretary of State
State of Oregon

and

Clerk, Oregon State Highway Commission
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, J.C. DENTON & SONS, INC., an Oregon corporation, with its principal office and place of business in Beaverton, Oregon, has a claim for materials and labor supplied in installing metal guard rails and guide posts as part of Oregon State Highway Department Contract No. 6384, under authority of a subcontract dated February 18, 1964, by and between the aforesaid J.C. Denton & Sons, Inc. and the said Pacific Concrete Company and Otis P. Jordan, Jr., as amended, in the sum of $55,382.85, no part of which has been paid except the sum of $31,326.52, leaving a balance due of $24,056.33, together with interest thereon, which J.C. Denton & Sons, Inc. claims against the bond taken from the said Pacific Concrete Company, Inc. and Otis P. Jordan, Principals, and Glens Falls Insurance Company, Surety, for the work of paving, structures, signing and illuminating the South Unit, Minnesota Freeway, Pacific Highway, Multnomah County, Oregon.

Dated this 7th day of April, 1965.

J.C. DENTON & SONS, INC.
By AW Denton
Secretary

Subscribed and sworn to before me this 7th day of April, 1965, in the State of Oregon and County of Multnomah

Notary Public for Oregon
My commission expires: Aug. 2, 1967

Receipt of above notice is hereby acknowledged the _______ day of April, 1965.

OREGON STATE HIGHWAY COMMISSION
By ____________________
____
Title

RECEIVED
APR - 8 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 7 - 1965
FOR FILING

April 7, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building, 350 Sansome Street
San Francisco, California 94104

Gentlemen:

Attached is a copy of a claim in the amount of $31,356.25 which has been filed with the Secretary of State by American Bitumuls & Asphalt Company for petroleum products furnished to Pacific Concrete Company.

This appears to be in connection with Pacific Concrete Company and Otis P. Jordan, Jr. Contract No. 6[illegible]84 for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:lf
Attachment

cc: James E. Schram Company
Woodlark Building
Portland 5, Oregon

Pacific Concrete Company &
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

TOM McCALL
Secretary of State

April 5, 1965

COPY

Mr. C. [illegible] Foard
District Manager
American Bitumuls & Asphalt Co.
P.O. Box 4424
Portland, Oregon 97206

Dear Mr. Foard:

This will acknowledge receipt of "Notice of Claim" dated March 31, 1965.

American Bitumuls & Asphalt Company is filing this claim against Pacific Concrete Company, principal; Glen Falls Insurance Company, surety; the claim is in the amount of $31,356.25; the claim is in connection with Highway Commission contract no. 6384.

We are filing this claim as of April 1, 1965. Our file number is 4116.

Any time we can be of service to you, please do not hesitate to call upon us.

Sincerely,

TOM McCALL
Secretary of State
By:
Inger J. Henrikson
(Miss) Inger J. Henrikson
Elections & Public Records

IJH
cc: Highway Commission
Attention: C. W. Head

NOTED
C. W. HEAD

AMERICAN BITUMULS & ASPHALT COMPANY
5501 N. W. FRONT AVENUE P. O. BOX 4424 PORTLAND OREGON 97208
TELEPHONE 222-4256

March 31, 1965

Certified Mail

To: THE STATE OF OREGON

NOTICE IS HEREBY GIVEN that American Bitumuls & Asphalt Company has a claim for materials, namely petroleum products furnished to Pacific Concrete Company, principal, in the sum of $31,356.25 and against the Glen Falls Insurance Company, as Surety, for 2.1 miles of paving and improvement on the Minnesota Freeway section of the Pacific Highway in Multnomah County, Oregon, contract #6384.

Dated this 31st day of March, 1965.

AMERICAN BITUMULS & ASPHALT COMPANY

C. M. Foard
C. M. Foard, District Manager

RECEIVED
APR 1 X 1965
TOM McCALL
SECRETARY OF STATE

FILED
APR 1 1965
TOM McCALL
SECRETARY OF STATE

RECEIVED
APR 1 1965
TOM McCALL
SECRETARY OF STATE

RECEIVED
MAR 30 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6-11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 23, 1965

PACIFIC CONCRETE COMPANY &
O. P. JORDAN
P. O. Box 7648
Portland, Oregon

RE: South Unit, Minnesota Freeway
Pacific Highway
Contract: 6384

Gentlemen:

The remaining work on this project consists of a small amount of A/C pavement repair. Inasmuch as the present weather is not condusive to good results for this type work, we are issuing a step order.

This work should be programmed for completion at the first oppurtunity. Assessment of liquidated damages will be waived until the order is lifted.

Very truly yours,

William E. Maltby
William E. Maltby
Resident Engineer

WEM:sh

cc Lloyd P. Shaw
F. D. Morgan
F. B. Klaboe
H. A. Schell

RECEIVED
MAR 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6384

March 23, 1965

Pacific Concrete Co. &
O.P. Jordan
P.O. Box 7648
Portland, Oregon

Re: S. Unit, Minnesota Fwy.
Pacific Highway
Contract: 6384

Attention: Geo. Vershingle

Gentlemen:

This is to confirm our telephone conversation of this date regarding the stop order issued on this project March 22, 1965. As stated during our conversation the stop order is being lifted this date.

Your subcontractor has notified me that he is ready to complete the remaining A/C pavement work. This work will be complete by the end of this day.

Very truly yours

William E. Welty
Resident Engineer

c.c. Lloyd P. Shaw
F.D. Morgan
F. B. Klaboe
H. A. Schell

RECEIVED
MAR 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-131

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAR 9 1965

FOR FILING

6384

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 8, 1965

PACIFIC CONCRETE COMPANY &
O. P. JORDAN
P. O. Box 7648
Portland, Oregon

RE: South Unit, Minnesota Freeway
Pacific Highway
Contract: 6384

Gentlemen:

This letter is to confirm our conversation of March 5 and give written notice that the stop work order on the subject project will be lifted March 9, 1965.

Assessment of liquidated damages will begin with March 9, 1965.

Very truly yours,

William E. Maltby

William E. Maltby
Resident Engineer

WEM:sh

cc Lloyd P. Shaw
F. D. Morgan
F. B. Klaboe
H. A. Schell

NOTED
LLOYD P. SHAW

RECEIVED
MAR 10 1965
F LING

SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 4, 1965

To: MEMO TO THE FILES

SUBJECT: South Unit, Minnesota Freeway
Pacific Highway
Contract: 6604

After examining the rail on the North Unit that had been painted last fall and winter, (see my Memo to the Files of this date) I met with Resident Engineer Maltby on his project and discussed the advisability of painting rail at this time. The contractor had started this morning with the primer coat and would follow up immediately with the two coats of white paint. It is our opinion that a satisfactory job of painting can be done now if extreme care is used. We did, however, agree to the fact that this is not the best time of the year to be performing such work.

Under the circumstances, we have decided to allow the contractor to continue painting these rails at this time with the stipulation that any work he accomplishes is done at his sole risk. We also agreed that we would remove the stop order on the painting in the next few days or so.

F. B. Klaboe
Metropolitan Engineer

FBK:ch

cc F. D. Morgan
James Bon
William Maltby

3-5-65
Copy to Shaw
per [illegible] -
[illegible]

RECEIVED
FEB 11 1965

FOR FILING

6-11

February 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering repair to eroded slopes, construction of cutoff ditches and lining with jute mesh to restrict erosion on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6384 in connection with Federal-Aid Project No. I-5-6(51)304.

This work is necessary to repair damage incurred during the Christmas week flood to slopes and ditches.

This work was verbally recommended for approval by the BPR Area Engineer and the Field authorized to proceed December 20, 1964 as an emergency measure to reduce the hazard to traffic. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mb
Enc.

RECEIVED
FEB 5 - 1965

FOR FILING

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Attention: [illegible]

[illegible]

C. H. [illegible]
Attn: [illegible]

PORTLAND OFFICE
901 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
PORTLAND 14, OREGON

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC REGION
POST OFFICE BOX 3322
SAN FRANCISCO, CALIFORNIA 94106

February 2, 1965

Oregon State Highway Department
State of Oregon
Salem, Oregon - 97310

Attention : Mr. Floyd Query, Secretary
Oregon State Highway Commission

Re : Pacific Concrete Company

Gentlemen:

This is to acknowledge your letter of January 26.

The consent to the Assignment signed by ourselves and received by you January 22 is to cover all Assignments and for your specific record and answer to your inquiry, does cover the Contract No. 6384. Your office should have received a notice from Gordon H. Ball, Inc. regarding the payment of their claim which you mentioned in your letter. This claim was paid to Gordon H. Ball, Inc. on the 19th of January. We will advise Ball to so advise you to clear your record.

Very truly yours,

R. L. Metcalf
Claims Manager

RLM/ks

[illegible]

[illegible]
[illegible]
[illegible] Francisco, California

Attention: [illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

FC:[illegible]

cc: Mr. Frank McKinney

Form A—1M—6-60

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF TEN DOLLARS and other good and valuable consideration ($ 10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all money due or to become due in connection with Contract No. 6384 with the Oregon State Highway Commission for the South Unit of the Minnesota Freeway, Portland

to Wells Fargo Bank, 464 California St., San Francisco, Calif. and authorize and empower said Wells Fargo Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 21 day of January, 19 65

Executed in the presence of us as witnesses:

Rudolf P. Bercich

PACIFIC CONCRETE COMPANY

By Geo. T. Jordan Jr.

President

State Printing 28650

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC REGION
POST OFFICE BOX 3322
SAN FRANCISCO, CALIFORNIA 94106

PORTLAND OFFICE
901 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
PORTLAND 14, OREGON

January 21, 1965

Oregon State Highway Commission
Salem
Oregon

Attention : Mr. Floyd Query, Secretary

Re : Pacific Concrete Company
Minnesota Freeway Contract

Gentlemen:

We hereby consent to the attached assignment.

Very truly yours,

GLENS FALLS INSURANCE COMPANY

By:
Robert L. Metcalf
Claims Manager

RLM/ks
Enclosure

RECEIVED
JAN 22 1965
OREGON
STATE HIGHWAY COMMISSION

Glens Falls Insurance Company
The National Life Assurance Company of Canada — Kansas City Fire and Marine Insurance Company
Members of the Glens Falls Group

RECEIVED
MAR 10 1965

FOR FILING

6284

January 27, 1965

Pacific Concrete Co.,
  & Otis F. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 27, 1965, considered your request for an extension of the specified completion date from October 31, 1964 to November 20, 1964, to complete Contract No. 6284 for paving, structures, signing, and illumination on the So. Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request of an extension of the specified completion date to November 20, 1964, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG

cc: F. B. Klaboe
Wm. E. Maltby
F. D. Morgan
L. H. Young
C. H. Nelson
Bureau of Public Roads

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: December 8, 1964

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

Shaw

SUBJECT: Oregon Project I-5-6(51)304 - S. Unit Minnesota Freeway
Extension of Time

Bureau inspection reports verify the strike condition during the time you specify.

We concur in your recommendation for extending the completion date to November 20, 1964.

LLOYD F. SHAW

Copies to Morgan
Whiting
10 Dec 64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 10, 19 64

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 275 days to 295 days, within which to complete our Contract No. 6384, without the assessment of liquidated damages. The said contract is described as follows:

Paving, Structures, Signing and Illumination, South Unit Minnesota Freeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Completion date of contract extended from October 31, 1964 to November 20, 1964. Total days requested: 20 calander days. Reason: Laborer Union Strike May 4, 1964 to May 19, 1964 -

Actual workdays not including Saturdays, Sundays or Holidays:	12 days
Allowance to assemble crews:	1 day
Weekends & holidays not included (Nov. 3 and Nov. 11)	7 days
Total days requested:	20 days

Respectfully submitted,

Pacific Concrete Co. & Otis P. Jordan, Jr.
Contractor

By

CONSENT OF SURETY

Date November 10, 19 64

We, Glens Falls Insurance Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-i[redacted]

James E. Schran,

Resident Agent

JAMES E. SCHRAN & COMPANY, 608 Woodlark Building
Portland, Oregon

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6384 Contractor Pacific Concrete Co. & Otis P. Jordan, Jr.

Highway Pacific

Section South Unit - Minnesota Freeway

Kind of Work Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~**DENIED**~~ or **GRANTED**. The reasons for such recommendation are as follows:

Strike last May lost contractor 13 working days. Equivalent time projected from October 31, 1964, extends completion date to November 20, 1964.

Recommended for Approval:

Assistant Division Engineer

Construction Engineer or Bridge Engineer

SISTANT State Highway Engineer

Contract No.	6384
Project designation (State-Federal)	I-5-6(51)304
Date awarded	Jan. 30, 1964
Work started	Feb. 17, 1964
Per cent completed	92 11-17-64 (Date)
Specified Completion Date ~~No. of Workdays Allowed~~	Oct. 31, 1964
No. of Workdays Used	Not Applicable
New Completion Date Requested ~~No. of Added Workdays Requested~~	Nov. 20, 1964

State Printing 27920

December 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Extension of Time
South Unit, Minnesota
Freeway Section
Pacific Highway
Project I-5-6(51)304

Dear Sir:

We have received from Pacific Concrete Company and Otis P. Jordan, Jr., contractors on the subject project, a request for an extension of the specified completion date from October 31, 1964 to November 20, 1964.

The contractors' reason for this request is a delay caused by a labor strike.

The Special Provisions clearly state that strikes are a valid reason for extending the completion date. A laborers' strike occurred from May 4 through May 19, 1964. Following the strike, one day was required to organize the contractors' work force. This time totals 13 workdays and extending these days from the original completion date, excluding Saturdays, Sundays, and Holidays, will establish a new completion date of November 20, 1964.

The estimated completion date for this project is December 15, 1964.

It is our recommendation that the completion date for this project be extended from October 31, 1964 to November 20, 1964. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
F. B. Klaboe
DES:bjm; ajw

FORM E-30 50M 12-63 54876

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1964

SUBJECT: Extension of Time
So. Unit, Minnesota Freeway
Pacific Highway
Contract No. 6384

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Pacific Concrete Co. and Otis P. Jordan, Jr., contractors on the subject project for an extension of the specified completion date from October 31, 1964, to November 20, 1964, without the assessment of liquidated damages.

The contractor cites a labor strike as the reason for this request.

The Special Provisions state that "If the contractor is unable to complete all work called for under the contract by the date specified in the special provisions due to strike or strikes, the contractor will be relieved of paying liquidated damages for an equivalent number of days during which he was unable to work due to said strike or strikes." The laborer's strike from May 4 through May 10, 1964, plus one day to organize the work force following the strike amount to 13 workdays days. Extending these 13 days from the original completion date of October 13, 1964, excluding Saturdays, Sundays and Holidays, will establish a new completion date of November 20, 1964.

May 19

31?

The estimated completion date for this project is November 30, 1964, at which time liquidated damages would amount to $7,560.00 if no extension were granted.

We recommend that the specified completion date be extended to November 20, 1964.

This has been discussed with the Bureau of Public Roads' Area Engineer who concurs in our recommendation.

Rough drafts of letter to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young
F. B. Klaboe

FORM E-30 5OM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 2, 1964

CONSTRUCTION DIVISION
RECEIVED
NOV 9 1964
☐ CE ☑ ACE ☐ ACE ☐ CUE
E

SUBJECT: Time Extension - Labor Strike
South Unit, Minnesota Freeway
Contract: 6384

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

Enclosed is notification of time extension for the subject project as a result of the Labor Union Strike in May, 1964. This extension is covered by the Completion Time Limit Section of the Contract Special Provisions.

Revised completion date for contract is November 20, 1964.

Summary of Time Extension

Labor Union Strike	Monday, May 4, 1964
Strike Settled	Tuesday, May 19, 1964

Actual workdays, not including Saturdays, Sundays and Legal Holidays	12 days
Allowance to assemble work crews	1 day
Total days extension	13 days

Completion date of contract	October 31,1964
Add 13 workdays--not including Saturdays, Sundays and Legal Holidays	13 days
Revised Completion date of contract	November 20, 1964

NOTE: The November workdays do not include November 3, Election Day and November 11, Veteran's Day, which are designated Legal Holidays.

APPROVED F B Klaboe
METROPOLITAN ENGINEER

William E. Maltby
William E. Maltby
Resident Engineer

WEM:sh
Enclosure

REFERRED TO
Maltby - Moyer - Young
Date: 11/8/64 By: FBK
For: Information
Spec. state that extension is automatic. This is our evaluation.

K

[illegible]

[illegible] y in portion.

[illegible] bond is [illegible] completion of [illegible] in it. It has [illegible] payments of [illegible] have written [illegible] of these con- [illegible] Group II, [illegible]

[illegible] the surety giving [illegible]

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:fm
Att.

cc [illegible] Concrete Co.
P.O. Box 7646
Portland 20, Oregon

Frank McKinney

NOTED ON CARD

SANDEBERG, RECKEN & LUETJEN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

DAVID SANDEBERG
ROBERT L. RECKEN
CALVIN H. LUETJEN

TELEPHONE
222-9487

January 19, 1965

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Contract No. 6499 - Astoria Bridge
Approach - Bridge No. 7949

Contract No. 6384 - South Unit
Minnesota Freeway

Dear Mr. Query:

On behalf of Wells Fargo Bank, I enclose herewith Assignments on each of said contracts to said bank.

Will you please acknowledge receipt of these Assignments to Wells Fargo Bank, 464 California Street, San Francisco, California - Attention: Mr. W. S. Durrant, Assistant Vice President. I would appreciate a copy of your letter of acknowledgment.

Very truly yours,

SANDEBERG, RECKEN & LUETJEN

David Sandeberg

DS:bgs
Enc.
CC - Mr. W. S. Durrant

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS: That the undersigned (hereinafter called the Assignor), for valuable consideration received, does hereby sell, assign, transfer and set over unto WELLS FARGO BANK (hereinafter called the Assignee), all moneys due or to become due under a certain contract dated January 30, 1964, between PACIFIC CONCRETE COMPANY and the STATE OF OREGON, by and through its Highway Commission (Contract No. 6384) whereby the undersigned Assignor undertakes to supply to the STATE OF OREGON South Unit Minnesota Freeway - paving structures, signing and alumination.

The Assignor represents and warrants that there are no defenses, offsets or counterclaims to said contract that will affect said bank's right as Assignee and that said contract has not been transferred, assigned, or otherwise disposed of and is now owned by the Assignor free and clear of all liens and encumbrances of any nature whatsoever.

The Assignor hereby nominates, constitutes and appoints said WELLS FARGO BANK as the true and lawful attorney in fact of the Assignor, in the Assignor's name, place and stead, to receive, receipt and sue for all moneys due upon said contract, to endorse the name of the assignor on all commercial papers given in payment or part payment thereof, and to settle, adjust or compromise any claim thereunder as fully as the Assignor could do; and the Assignor agrees to deliver to the Assignee all sums which may be collected by the Assignor thereon.

IN WITNESS WHEREOF, the undersigned assignor has duly executed these presents this 13th day of January, 1965.

ATTEST:

(corporate seal)

James C. Maletis
Secretary

PACIFIC CONCRETE COMPANY

By Otis P. Jordan Jr.

STATE OF CALIFORNIA) ss.
City & County of San Francisco)

On this 13th day of January, 1965, before me, a notary public in and for said city and county and state, appeared OTIS P. JORDAN, JR. and JAMES C. MALETIS who, being duly sworn, did say that:

they are respectively the President and Secretary of the within named corporation; that the seal affixed to said instrument is the corporate seal of said corporation; and acknowledged to me that they signed and sealed said instrument by authority of the board of directors of said corporation in its behalf and as its free act and deed;

WITNESS my signature and notarial seal hereto affixed the date first above written.

Roberta E. Toklas
Notary Public for California
ROBERTA E. TOKLAS
Notary Public in and for the State of California
My Commission Expires October 27, 1967

My Commission expires:

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS: That the undersigned (hereinafter called the Assignor), for valuable consideration received, does hereby sell, assign, transfer and set over unto WELLS FARGO BANK (hereinafter called the Assignee), all moneys due or to become due under a certain contract dated January 30, 1964, between PACIFIC CONCRETE COMPANY and the STATE OF OREGON, by and through its Highway Commission (Contract No. 6384) whereby the undersigned Assignor undertakes to supply to the STATE OF OREGON South Unit Minnesota Freeway - paving structures, signing and alumination.

The Assignor represents and warrants that there are no defenses, offsets or counterclaims to said contract that will affect said bank's right as Assignee and that said contract has not been transferred, assigned, or otherwise disposed of and is now owned by the Assignor free and clear of all liens and encumbrances of any nature whatsoever.

The Assignor hereby nominates, constitutes and appoints said WELLS FARGO BANK as the true and lawful attorney in fact of the Assignor, in the Assignor's name, place and stead, to receive, receipt and sue for all moneys due upon said contract, to endorse the name of the assignor on all commercial papers given in payment or part payment thereof, and to settle, adjust or compromise any claim thereunder as fully as the Assignor could do; and the Assignor agrees to deliver to the Assignee all sums which may be collected by the Assignor thereon.

IN WITNESS WHEREOF, the undersigned assignor has duly executed these presents this 13th day of January, 1965.

ATTEST:

(corporate seal)

PACIFIC CONCRETE COMPANY

James C. Maletis
Secretary

By Otis P. Jordan Jr.

STATE OF CALIFORNIA) ss.
City & County of San Francisco)

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they are respectively the President and Secretary of the within named corporation; that the seal affixed to said instrument is the corporate seal of said corporation; and acknowledged to me that they signed and sealed said instrument by authority of the board of directors of said corporation in its behalf and as its free act and deed;

WITNESS my signature and notarial seal hereto affixed the date first above written.

Roberta E. Toklas
Notary Public for California
My Commission expires:

ROBERTA E. TOKLAS
Notary Public in and for the State of California
My Commission Expires October 27, 1967

RECEIVED
JAN 20 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 7, 1965

Rockwood, Davies, Biggs, Strayer and Stoel
1410 Yeon Building
Portland 4, Oregon

Attention: Richard A. Franzke

Gentlemen:

This will acknowledge receipt of your letter of December 31 and attached Notice of Claim stating that Pacific Concrete Company and Otis P. Jordan, Jr., owes your client, Gordon H. Ball, Inc., $192,783.57 for labor and materials.

This appears to be in reference to the Pacific Concrete Company and Otis P. Jordan, Jr., Contract No. 6384, for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

The surety on this project is the Glens Falls Insurance Company through James E. Schram and Company, Woodlark Building, Portland 5, Oregon. We will advise them of the receipt of your letter and we will also send your Notice of Claim to the Secretary of State for filing.

Please let us know when the claim has been paid so that we can clear our records.

We are attaching a certified copy of the contract and bond covering State Highway Contract No. 6384.

File Claim No. 4107

FILED
JAN 8 1965
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 1965
TOM McCALL
SECRETARY OF STATE

Attachment

cc: Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Pacific Concrete Co., and
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Mr. Jackson and Mr. Simpson

James E. Schram and Company
Woodlark Building
Portland 5, Oregon

Hon. Tom McCall
Secretary of State
121 State Capitol Building
Salem, Oregon

(P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.)

NOTED
C. W. HEAD

NOTED ON CARD
fbn

ROCKWOOD, DAVIES, BIGGS, STRAYER AND STOEL
(CAREY, HART, SPENCER AND McCULLOCH)
LAW OFFICES
1410 YEON BUILDING, PORTLAND 4, OREGON
CAPITOL 8-8545 CABLE ADDRESS: HARTPORT

CHARLES A. HART
OMAR C. SPENCER
FLETCHER ROCKWOOD
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES P. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
DON H. MARMADUKE
ROBERT H. HUNTINGTON
DAVID G. HAYHURST
THOMAS P. DEERING

JOHN E. HUISMAN
BRIAN G. BOOTH
GARRY R. BULLARD
DANIEL H. COLEMAN
GERARD K. DRUMMOND
~~EDWARD L. EPSTEIN~~
RICHARD A. FRANZKE
MILFORD H. KNUTSON
A. KEITH MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
MILO E. ORMSETH
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
STANLEY C. URBIGKEIT

December 31, 1964

Mr. Floyd Query, Secretary,
Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

Dear Mr. Query:

Re: Claim of Gordon H. Ball, Inc. against Pacific Concrete Company and Otis P. Jordan, Jr. - Contract No. 6384.

We have been instructed by our client to proceed with suit against Pacific Concrete Company, Otis P. Jordan, Jr., and Glens Falls Insurance Company to effect collection of all sums due Gordon H. Ball, Inc. for work performed pursuant to Contract No. 6384.

It is our understanding that you forwarded to the Secretary of State for filing as a claim under ORS 279.526 a telegram received by you from Gordon H. Ball, Inc. on November 30, 1964. After examining the requirements of ORS 279.528, we deemed it advisable to refile the claim in substantially the form suggested by the statute. A copy of the claim is enclosed. Will you please accept the enclosed claim for filing in accordance with the statutory provisions.

We wish also to obtain a certified copy of the contract between the State and Pacific Concrete Company and Otis P. Jordan, Jr., together with a copy of the bond furnished pursuant thereto. We are enclosing an affidavit in support of this request, as required by ORS 279.512.

[illegible] please [illegible]
JE

Please acknowledge receipt and acceptance of the enclosed claim by endorsing on the enclosed copy of this letter the date of receipt of said claim.

Very truly yours,

Richard G. Frangle

for
ROCKWOOD, DAVIES, BIGGS, STRAYER AND STOEL

Enclosures

RECEIVED
JAN 4 1965
OREGON
STATE HIGHWAY COMMISSION

December 31, 1964

To: State of Oregon,
By and through the State Highway Commission.

Notice hereby is given that the undersigned, Gordon H. Ball, Inc., has a claim for labor and materials by it furnished on the South Unit, Minnesota Freeway, Portland, Oregon, being a portion of the work provided for in Contract No. 6384, in the sum of $192,783.57, together with interest thereon from and after December 4, 1964, until paid, and in addition, when the same becomes payable, for the sum of $47,024.05 now held as retainage under said contract, together with interest due thereon, if any, against the bond taken from Glens Falls Insurance Company for the work of Pacific Concrete Company and Otis P. Jordan, Jr. under said Contract No. 6384.

GORDON H. BALL, INC.

By

Of Its Attorneys

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, RICHARD A. FRANZKE, being first duly sworn, on oath depose and say:

I am one of the attorneys for Gordon H. Ball, Inc., a Nevada corporation authorized to do business in the State of Oregon. Said corporation is a subcontractor from Pacific Concrete Company and Otis P. Jordan, Jr. on Contract No. 6384. Gordon H. Ball, Inc. has heretofore filed with the Secretary of State a claim against Pacific Concrete Company and Otis P. Jordan, Jr. for labor and materials furnished pursuant to said contract. Said claim has not been paid by Pacific Concrete Company or Otis P. Jordan, Jr.

I make this affidavit as attorney for Gordon H. Ball, Inc. in support of its application for a certified copy of said contract and of the contractor's performance bond, pursuant to ORS 279.512.

Richard A. Franzke

Subscribed and sworn to before me this 31st day of December, 1964.

William A. Wyse
Notary Public for Oregon
My commission expires: Jan 27, 1965

RECEIVED
[illegible]
[illegible] COMMISSION

RECEIVED
JAN 8 - 1965
FOR FILING

6344

January 7, 1965

Gordon H. Ball, Inc.
General Contractor
Post Office Box 278
Danville, California 94526

Attention: Mr. J. J. Voye

Gentlemen:

Reference is made to your recent letter concerning your subcontract with Pacific Concrete Company under State Highway Contract 6384, which is the paving of the Minnesota Street Section of Interstate Route 5 in Portland.

A check of the Highway Department records indicates that the retainage on the last few estimates has been five percent rather than ten percent and as soon as the semi-final estimate is prepared, and upon application by the prime contractor, it is possible that the amount might be reduced to three percent. Reductions beyond this are not permitted by Oregon law until the job is formally accepted.

We have no procedure for making payments directly to a subcontractor but believe you are aware of the remedies that are available in making claims against a firm having a contract with the State.

If there is anything further in the way of factual information that we can furnish, do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd Shaw
Victor D. Wolfe
Fred Klaboe

RLP:ms bjs

RECEIVED
DEC 31 1964

FOR FILING

[illegible]

December 31, 1964

Gordon H. Ball, Inc.
General Contractor
P.O. Box 278
Danville, California 94526

Attention: Mr. J. J. Voye
Controller

Gentlemen:

In your letter of December 22 concerning retained percentage that Pacific Concrete Company owes your company on Contract No. 6384, I do not know of any procedure that has been used by the Oregon Highway Department to make a direct payment of a retained amount in advance of acceptance of the contract.

You mention in your letter there is a very small amount of work to be done on this contract. I am not personally familiar with the status of completion of the contract, so I am forwarding your letter to the State Highway Engineer's office in the event that there is any information they can give you concerning completion of this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

cc Forrest Cooper

GORDON H. BALL, INC.
General Contractor
300 CAMILLE AVENUE • P.O. BOX 278 • DANVILLE, CALIFORNIA 94526 • TELEPHONE 838-2550, AREA CODE 415

December 22, 1964

Mr. Floyd Query
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Our company recently performed work for Pacific Concrete Company as a subcontractor on Oregon Highway Contract #6384. Our portion of the project, items 45, 46 and 47 were completed during the months of September and October 1964. On December 9, 1964 we received our first progress payment, which was for the period ending October 5, 1964 and to date we have received nothing further although we are aware of the fact that Pacific Concrete Company has received payment for the period ending November 5, 1964. This past due payment amounts to $192,783.57. We are presently taking steps to sue Pacific and their surety for this amount plus attorney fees and interest.

In addition to the above amount, Pacific is retaining 10% on our work in the amount of $47,024.05, and it is our understanding that they have failed to complete approximately 120 tons of plant mix berms in order to delay acceptance of the project. This amount of work could be completed in a day and we feel that it is grossly unfair that we should have to wait several months to get our retention because of something that is not our fault and beyond our control. It is perfectly obvious to us that any paving contractor could place such a small quantity of material between rains if he really was interested in selling his job.

Our purpose in writing to you is to inquire as to whether there is any procedure in Oregon whereby you could make a direct payment of our retention to us in advance of acceptance.

Very truly yours,

GORDON H. BALL, INC.

J J Voye

J. J. Voye,
Controller

JJV:aw

RECEIVED
DEC 28 1964
OREGON
STATE HIGHWAY COMMISSION

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon
10401 N. E. Marx Street
ALpine 4-7315

Date: October 12, 1964

To: Gordon H. Ball, Inc., P.O. Box 278, Danville, California

Contract: 6384 - Minnesota Freeway

Estimate No.: 8 Work Performed To: October 5, 1964

ITEM NO.	ITEM	UNIT PRICE	TOTAL QUANTITY TO DATE	TOTAL AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
45	8" Standard Reinforced Concrete					
	Pavement, sq. yd.	4.50	2,667	$ 12,001.50	-0-	$ 12,001.50
46	8" Continuously Reinforced Concrete					
	Pavement, sq. yd.	5.95	39,300	233,835.00	-0-	233,835.00
47	Terminal Anchors, Lin. Ft.	21.25	480	10,200.00	-0-	10,200.00
				256,036.50	-0-	256,036.50
		Less 10% Retainage		25,603.65	-0-	25,603.65
				$ 230,432.85	-0-	$ 230,432.85

Job 109 - Inc
Est #1
Period ending 10/5/64

Check # 3960
received 12/9/64

RECEIVED
DEC 30 1964
FOR FILING

6384

December 30, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 4
January 26, 1965 meeting

Gentlemen:

The Pacific Concrete Company and Otis P. Jordan, Jr., contractors on the South Unit, Minnesota Freeway Section of Interstate Route 5 in Multnomah County, Contract No. 6384, request that the completion date of this project be advanced from October 31 to November 20, 1964. They base their request for extension on a laborer's strike.

The Special Provisions state that strikes will be a reason for not assessing liquidated damages. The strike caused a delay in the progress of the contract amounting to 13 workdays. Extending these days from the original specified completion date and excluding Saturdays, Sundays, and holidays will establish a new completion date of November 20, 1964.

We recommend that this extension of the completion date to November 20 be granted. This will not eliminate all liquidated damages as the project was given a shutdown order on December 2. There is a nominal amount of painting yet to be accomplished which cannot be done until dry weather. The extent of the remaining work should not take more than two days. The Bureau of Public Roads has concurred in this procedure.

This matter will be on the agenda for your consideration at the January 26 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young

F. B. Klaboe
C. H. Watson
DES:bjm RLP:ms fn

RECEIVED
DEC 28 1964
~~Form~~
FOR FILING

APPROVED
Contingent upon modification of project [illegible] additional funds [illegible]
Date DEC 14 1964
Acting
U.S. Bureau of Public Roads

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

LLOYD P. SHAW

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name South Unit, Minnesota Freeway
Date December 14, 1964
Highway Pacific
Contract No. 6384
County Multnomah
Prefix 626-1012
Contractor Pacific Concrete Company & O. P. Jordan, Jr.
F. A. Project No. I-5-6(51)304
Address PO Box 7648, Portland, Oregon
Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Removal of signal installation at Failing Street. Remove and revise signal installation at Shaver Street.

1. Percentage allowable contractor in accordance with executed contract for the project.
2. Equipment rental rates shall be in accordance with AGC-State agreement.

Location by station numbers:

Failing Street at Interstate.
Shaver Street at Interstate.

Estimate of quantities and cost:

$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Work necessary to remove temporary traffic signals at Failing and Interstate Avenue, to remove temporary traffic signals at Shaver and Interstate Avenue and reestablish these signals to their original alignment. The signal systems were installed originally to regulate the north and southbound Interstate 5 traffic at its temporary terminus at Failing-Shaver-Interstate Avenues. Cost of this work was not included in the Contract Provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,109,490.88	
Present estimate of project cost, including $2,000.00 for work under this order	$2,059,647.00	
Expected under-run ~~overrun~~ amount	$49,843.90	
Expected under-run ~~overrun~~ per cent	2.3%	

Submitted by: /s/ William E. Maltby
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

State Printing

Copy to Young
12-28-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1964

RECEIVED
DEC 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Gordon H. Ball, Inc.
300 Camille Avenue
Danville, California

Attention: Mr. J. J. Voye
Assistant Secretary

Gentlemen:

This will acknowledge receipt of your telegram of November 30, 1964, stating that Pacific Concrete Co., & Otis P. Jordan, Jr. owes you for work performed as a subcontractor in the amount of $470,240.47.

From the description given, it appears that the contract to which you refer is our Contract No. 6384, awarded to Pacific Concrete Co., & Otis P. Jordan, Jr., for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

The surety on this project is the Glens Falls Insurance Company through James E. Schram & Co., Woodlark Building, Portland 5. We will advise them of the receipt of your telegram.

As there appears to be enough description in your telegram we are forwarding it to the Secretary of State for filing to protect your claim under the performance bond.

When your claim has been paid please let us know so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

File Claim No. 4101

FILED
DEC 4 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

CAM:jf

cc: Pacific Concrete Company &
Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

James E. Schram & Company
Woodlark Building
Portland 5, Oregon

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Mr. Jackson
Mr. Simpson

(P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.)

NOTED
C. W. HEAD

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

1201 (4-60)

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA121 OA365

1964 NOV 30 PM 4 39

O LLE052 RX PD 2 EXTRA=TDCF DANVILLE CALIF 30 358P PST=

FLOYD QUERY SECY OREGON STATE HWY COMM=
STATE HWY BLDG SALEM ORG=

THERE IS CURRENTLY DUE OUR COMPANY THE AMOUNT OF $470,240.47 SUBJECT TO THE DETERMINATION OF FINAL QUANTITIES, FOR WORK PERFORMED AS A SUBCONTRACTOR ON STATE HIGHWAY CONTRACT #6384. SECTION 1.7.29 OF THE STANDARDS SPECIFICATIONS AUTHORIZES THE HIGHWAY COMMISSION TO MAKE A DIRECT PAYMENT TO A CLAIMANT FURNISHING LABOR, SUPPLIES, SERVICES, ETCETERA AND WE RESPECTFULLY REQUEST THAT YOU MAKE SUCH PAYMENT. WE ARE ADVISED THAT YOUR DISBURSING DEPT IS PREPARED TO

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

(4-60)

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

=(05).

1964 NOV 30 PM 4 39

MAKE A CURRENT PROGRESS PAYMENT TO THE PRIME CONTRACTOR, PACIFIC CONCRETE CO. WE REQUEST THAT THIS PAYMENT BE WITHHELD UNTIL WE CAN TAKE PRPJ LEGAL ACTION TO PROTECT OUR INTERESTS=

GORDONH BALL INC J J VOYE ASSISTANT SECY=

==$470,240.47 #6384 1.7.29

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
DEC 3 - 1964

FOR FILING

6311

December 3, 1964

Econolite
8900 Bellanca Avenue
Los Angeles 45, California

Attention: L. A. Dietzel
Credit Manager

Gentlemen:

This is in reply to your letter of November 17, 1964, addressed to the City of Portland informing them that you have furnished materials to F. E. Arbuckle, subcontractor, on the Minnesota Freeway-South Unit and Fairgrounds Road-Shady Section Projects.

As requested we are attaching performance bonds covering the following contracts:

Contract No. 6384 - Pacific Concrete Co., & Otis P. Jordan, Jr. for paving, structures, signing and illumination on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

Contract No. 6380 - Tom Lillebo Construction Co., for structures and signing on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County.

There is no charge for this material.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachments (2)

FORM E-30 50M 7-64 SP-6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 23, 1964

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: Mr. Decker

Transmitted herewith is a letter from Mr. L. A. Dietzel of the Econolite Company asking for information on bonding. He refers to F. E. Arbuckle as the contractor. The South Unit, Minnesota Freeway is under contract to the Pacific Concrete Company and Otis P. Jordan Jr. Mr. Arbuckle is the subcontractor.

#6384

A copy of my letter to Mr. Dietzel is also attached.

A V Benedict
A. V. Benedict
Assistant Metropolitan
Engineer

AVB:maa

Enclosure

REFERRED TO
Query
Con. Jr. Off. Engr.

Cee
please handle
FG

CONSTRUCTION DIVISION
RECEIVED
NOV 24 1964
☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED
C. W. HEAD

FORM 2-130

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N.E. Glisan Street
Portland, Oregon 97213

November 23, 1964

Mr. L. A. Dietzel,
Credit Manager
Econolite, A Division of
Tamar Electronics, Inc.
8900 Bellanca Avenue
Los Angeles 45, California

Dear Mr. Dietzel:

This is to acknowledge receipt of your letter of November 17, 1964, which was forwarded to us by the Honorable William E. Bowes, Commissioner of Public Works, City of Portland. This office has jurisdiction over the South Unit, Minnesota Freeway Section on the Pacific Highway but does not have Fairground Road-Shady Section, to which you refer.

Your letter is being forwarded to our Salem office for dispostition, as bond records are kept in the main office file. You should have a reply to your letter in the very near future.

F. B. Klaboe
Metropolitan Engineer

AVBenedict

By: A. V. Benedict
Assistant Metropolitan
Engineer

AVB:maa

cc: William E. Bowes

November 19, 1964

Mr. L. A. Dietzel,
Credit Manager
Econolite, A Division of
Tamar Electronics, Inc.
8900 Bellanca Avenue
Los Angeles 45, California

Dear Mr. Dietzel:

Your letter of November 17, 1964 was mis-directed, the Minnesota Freeway being a State-Federal project. We have referred your letter to Mr. F. B. Klaboe, Resident Engineer of the Oregon State Highway Commission.

Yours very truly,

Commissioner of Public Works

WAB:DL

cc: Mr. F. B. Klaboe,
Metropolitan Engineer
Oregon State Highway Dept.
5821 N. E. Glisan Street
Portland, Oregon

METROPOLITAN ENGINEER
RECEIVED
NOV 23 1964
Noted ☐ ☐ ☐ ☐ ☒
ME AME AME

ECONOLITE
8900 Bellanca Ave., Los Angeles 45, Calif.
ORegon 8-5163

17 November 1964

City of Portland
City Hall
Portland, Oregon

Attention: Construction Engineer

Subject: F. E. Arbuckle
5222 N.E. Sacramento
Portland, Oregon

#384 #6380

Project: Minnesota Freeway - South Unit, Fairground Road - Shady Section

Gentlemen:

Econolite is supplying Contractor F. E. Arbuckle material for the above jobs.

We understand that for a nominal fee we can obtain a copy of the bond posted. We hereby request a photocopy of the bond, also the acceptance date of the completed job. We will accept the charges involved.

Thank you for your cooperation in this matter.

Very truly yours,

ECONOLITE
A Division of Tamar Electronics, Inc.

L.A. Dietzel

L. A. Dietzel
Credit Manager

LAD:st

A DIVISION OF TAMAR ELECTRONICS, INC.

RECEIVED
DEC 8 - 1964

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

G-5-F-Y

December 2, 1964

PACIFIC CONCRETE & C. P.
JORDAN COMPANY
P. O. Box 7646
Portland, Oregon

RE: South Unit, Minnesota Freeway
Pacific Highway
Contract: 6384

Gentlemen:

The majority of the remaining work on your project consists of painting. Inasmuch as the season is not condusive to the expected good results, we hereby issue a stop order as of this date.

No painting work will be performed until this stop order has been rescinded. Furthermore, the assessment of liquidated damage will be waived until this order is lifted.

Very truly yours,

William E. Maltby
William E. Maltby
Resident Engineer

WEM:sh
cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. F. B. Klaboe
Mr. Herb Schell

NOTED
LLOYD P. SHAW

RECEIVED
DEC 4 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 3 - 1964

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
- TELEGRAM
- DAY LETTER
- NIGHT LETTER

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1211 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
- FULL RATE
- LETTER TELEGRAM
- SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

TELEGRAM

SALEM, OREGON
DECEMBER 1, 1964
TIME: 3:30 p.m

J. J. VOYE, ASST. SECRETARY
GORDON H. BALL, INC.
DANVILLE, CALIFORNIA

WE ASSUME YOUR TELEGRAM INTENDED AS A CLAIM UNDER ORS 279.526, AND HAVE FORWARDED COPY TO GLENS FALLS INSURANCE CO., PACIFIC COAST DIVISION, MILLS TOWER, 6th FLOOR, SAN FRANCISCO 4, CALIF., SURETY ON CONTRACT NO. 6384, AND TO SECRETARY OF STATE. NOT HIGHWAY COMMISSION POLICY TO WITHHOLD PROGRESS PAYMENTS, BY REASON OF CLAIMS, WITHOUT APPROPRIATE COURT ORDER. LETTER TO FOLLOW.

FLOYD QUERY, SECRETARY
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting
✓ Files
R. L. Porter

FQ:fp

Form [illegible]

DEC 16 1964

~~FOR FILING~~

STATE COPY

APPROVED
Contingent [illegible] of
[illegible]
Date NOV 23 1964
[illegible] Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	South Unit, Minnesota Freeway	**Date**	November 23, 1964
Highway	[illegible] Pacific	**Contract No.**	6384
County	Multnomah	**Prefix**	626-1012
Contractor	Pacific Concrete Co. & Otis P. Jordan, Jr.	**F. A. Project No.**	I-5-6(51)304
Address	PO Box 7648, Portland, Oregon	**Order No.**	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place soil sterilant under Class "C" asphalt-concrete berm paving. Soil sterilant to be "Chipmans Chlorate 40", "Polybar Chlorate" or an approved equal placed at 3 lbs. per 100 sq.ft.

Location by station numbers:

1. Percentage allowed contractor is in accordance with the executed contract for the project.
2. Maximum rental rights are in accordance with A.G.C. agreement. Throughout project under asphalt-concrete berm.

Estimate of quantities and cost:

Material - - -	$200
Labor - - - -	150
Equipment - -	50
	$400

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Berm areas have been exposed to wild seeding from weeds and grass. Soil sterilant to be placed on berms under Class "C" AC paving. Sterilant is to prevent grass and weeds from growing through the paved area. Sterilant was not included in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,109,490.88
Present estimate of project cost, including $ 400.00 for work under this order	$2,059,478.34
Expected under-run ~~over-run~~ amount	$ 50,012.54
Expected under-run ~~over-run~~ per cent	-2.4

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Maltby, Resident Engineer
William E. Maltby

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer ~~Assistant State Highway Engineer or Office Engineer.~~

State Printing

Copy - To Young
12-16-64

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 28, 1964

SUBJECT: South Unit, Minnesota Freeway
Contract: 6384

To:
Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. G. L. Decker

We have received the enclosed form from Mr. L. J. Hoffman which apparently puts us on notice that a lien may be filed against the prime contractor, Pacific Concrete Company, for non-payment for top soil material used on this project. We are at a loss as to what we are required to do, if anything, in regard to the matter.

Please therefore advise us.

F B Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sh

Enclosure

cc Mr. William Maltby

CONSTRUCTION DIVISION
SEP 30 1964
[illegible]

NOTICE OF DELIVERY
Material and Supplies

TO OREGON STATE HIGHWAY DEPT

F.B. KLABOE MET ENG

This is to advise you that the undersigned has ~~commenced to~~ deliverED material and supplies upon the order of LOREN OBRIST.

PACIFIC CONCRETE CO + (HOWARD ANGELL EXC

to be used in the construction, alteration or repair of an improvement located upon those certain premises described as

Lot ...., Block ...., ... Addition

MINNESOTA FREEWAY - 3058 YDS

TOP SOIL in MULT County, Oregon,

of which you are the

[X] owner or reputed owner;

[ ] owner of record of a recorded mortgage, or beneficiary under a trust deed on either land or building.

You are further notified that a lien may be claimed for all material and supplies so furnished by the undersigned.

Mailed to you by registered letter at PORTLAND, Oregon,

on 24th SEPT, 1964.

When delivered in person: Receipt of above notice is acknowledged.

Dated: Oregon State Highway Dept

~~Owner~~—~~Mortgagee~~—Beneficiary under Trust Deed (state which)

Sept 25, 1964 By

Not later than 7 days after date of the first delivery to a contractor or agent, the person furnishing such material or supplies must deliver the above notice in person and evidence the delivery by receipt thereof or mail the notice by registered letter (1) to the owner or reputed owner of the property and (2) also to the owner of record of any mortgage on either the land or building recorded at the time of commencement of delivery of such material or supplies; the beneficiary in a trust deed on said property is deemed the mortgagee thereof. (Oregon Revised Statutes, §§ 87.020, 87.025 and 86.715.)

FORM No. 129.
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE
SA

RECEIVED
SEP 28 1964
FOR F

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 24 1964
Title Dist Eng.
U.S. Bureau of Public Roads

Project Name South Unit-Minnesota Freeway
Date Sept. 10, 1964
Highway Pacific
Contract No. 6384
County Multnomah
Prefix 626-1012
Contractor Pacific Concrete Co. & Otis Jordan Jr.
F. A. Project No. I-5-6(51)304
Address 10401 N.E. Marx, Portland
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging Labor

Federal participation requested on basis of actual cost

Location by station numbers:

Throughout project

Estimate of quantities and cost:

State share of flagging cost as covered by contract specifications
Labor $2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is the share of flagging costs assumed by the State and covered in the contract specifications. Work to be done for better protection of the traveling public in this construction area. The cost of flagging is included in the original contract authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,109,490.88	
Present estimate of project cost, including $2,000.00 for work under this order	$2,027,816.24	
Expected [✓ under-run] ~~over-run~~ amount	$81,674.64	
Expected [✓ under-run] ~~over-run~~ per cent	-3.9%	

Submitted by: /s/ William E. Maltby
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

State Printing

Copy to Young
9-28-64

RECEIVED
SEP 28 1964

Form [illegible]

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 11 1964 By [illegible]
Title [illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	South Unit, Minnesota Freeway	Date	Sept. 4, 1964
Highway	Pacific	Contract No.	6384
County	Multnomah	Prefix	626-1012
Contractor	Pacific Concrete Company & O. P. Jordan	F. A. Project No.	I-5-6(51)304
Address	P. O. Box 7648, Portland, Oregon	Order No.	1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove miscellaneous concrete curb and sidewalk not shown on contract plans.

Location by station numbers:

SW end Lombard Interchange on ES Line
W end Skidmore Structure
NE corner Portland Boulevard & Missouri

Estimate of quantities and cost:

Labor	$ 200.00
Equipment	150.00
Total	$3 50.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Removal of these items is necessary to complete the required street widening and interchange alignment at the designated points. These items are not shown as removal on the contract plans nor covered by the contract provisions. The work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,109,490.88	
Present estimate of project cost, including $350.00 for work under this order	$2,027,816.24	
Expected under-run ~~over-run~~ amount	$ 81,674.64	
Expected under-run ~~over-run~~ per cent	3.9%	

Submitted by: /s/ William E. Maltby
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

Copy To Young
9-28-64

RECEIVED
AUG 14 1964
FORM E-30X—50M—12-63 84677
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1964

SUBJECT: Cement Content
South Unit, Minnesota Freeway Section
Contract No. 6384

To:

Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Reference is made to your letter of August 6, 1964 requesting final decision on final cement content for the subject mentioned project.

Please be advised that this matter has been discussed with Mr. Shaw and the final decision has been to proceed with construction of the PCC on the basis of six sacks of cement per cubic yard. This follows front office procedure wherein it is thought that the possible savings is not worth the risk.

F. D. Morgan
Construction Engineer

FDM:fp

cc L. P. Shaw ✓

RECEIVED
AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 1964
FOR FILING

6384

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 1, 1964

PACIFIC CONCRETE COMPANY &
O. P. JORDAN
P. O. Box 7648
Portland, Oregon

RE: Project Completion
South Unit, Minnesota Freeway
Contract: 6384

Gentlemen:

This letter is to remind you that 56 percent of the work time for this project has been used.

As you know, the completion of the rock surfacing and curb work is the major key to finishing the project in the alloted time. There is approximately 46,000 lineal feet of curb to be constructed; none of which has been completed. There is 94,500 tons of rock surfacing to be placed, which at the present rate of activity will require 95 workdays to complete.

In order to meet your project schedule and the completion date, additional effort on these items by you and your subcontractor is imperative.

Very truly yours,

William E Maltby
William E. Maltby
Resident Engineer

WEM:sb

cc Mr. F. B. Klaboe

REFERRED TO
Morgan - Shaw
Date: 7/7/64 By: [illegible]
For: Info. The north unit is progressing adequately, but this one lags badly.
Due Date:

RECEIVED
K ☐ ☐ ☐ ☐

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APR 20 1964

FOR FIL

April 17, 1964

AIRMAIL

Mr. E. C. Wenger
Director of Engineering
C R S I Committee on Continuously
Reinforced Concrete Pavement
228 North LaSalle Street
Chicago 1, Illinois

Dear Mr. Wenger:

As you requested, there is enclosed a selected portion of the Special Provisions for the South Unit of the Minnesota Freeway Section of Interstate Route 5 in Portland. You will note from the quantity summary that this contract involves 74,000 square yards of 8" continuously reinforced concrete pavement. The project is 2.74 miles in length.

If you need anything further, please do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

FORM E-123X 50M 12-63

Commissioners
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 10 1964

[illegible]

April 8, 1964

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. C. E. Robertson

RE: Utility Conduits on Structures
South Unit, Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(51)304
Contract No. 6384

Gentlemen:

This is to acknowledge the receipt of your check by our Accounting Division in the amount of $670.00 for the installation of utility conduits on all structures on this project as we agreed in previous correspondence.

Please contact our contractor, Pacific Concrete Company and Otis P. Jordan Jr., and arrange with him for the installation and inspection of these conduits.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc P. M. Stephenson
Lloyd Shaw
Ivan Merchant
C. H. Maison
L. H. Young
F. B. Klaboe
Wm. Maltby
Jack Hesla

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

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APR 7 1964
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 3, 1964

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97202

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Utility Conduits on Skidmore Structure
S. Unit, Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(51)314 - Contract No. 6384

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $200.00 for the installation of utility conduit on the above-mentioned structure, as agreed in previous correspondence.

This check has been sent to our Accounting Division and we may now complete the preparation of the contract.

Please contact our contractor, Pacific Concrete Co., and Otis P. Jordon, Jr., and arrange with him for the installation and inspection of these conduits.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
P. M. STEPHENSON

PGP:bjm

cc: P.M. Stephenson
L. P. Shaw
I. D. Merchant
C. H. Maison
L. H. Young
F. B. Klaboe
W. E. Maltby
Jack Hesla

RECEIVED
[illegible] 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 18, 1964

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Utility Conduits on Structures
S. Unit, Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(51)304
Contract No. 6384

Gentlemen:

The successful bidder, Pacific Concrete Co., and Otis P. Jordon, Jr., has bid a lump sum of $200.00 for the installation of utility conduits on all structures you requested on this project.

If this meets with your approval please remit a check, at your earliest convenience, in the amount of $200.00 so that we may proceed with the preparation of the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
P. M. STEPHENSON

PGP:bjm

cc: P. M. Stephenson✓
L. P. Shaw
I. D. Merchant
C. H. Maison
L. H. Young
F. B. Klaboe
William Maltby
Jack Hesla

RECEIVED
MAR 23 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 18, 1964

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Utility Conduits on Structures
S. Unit, Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(51)304
Contract No. 6384

Gentlemen:

The successful bidder, Pacific Concrete Co., and Otis P. Jordon, Jr., has bid a lump sum of $670.00 for the installation of utility conduits on all structures you requested on this project.

If this meets with your approval please remit a check, at your earliest convenience, in the amount of $670.00 so that we may proceed with the preparation of the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: P. M. Stephenson
L. P. Shaw
I. D. Merchant
C. H. Maison
L. H. Young
F. B. Klaboe
William Maltby
Jack Hesla

NOTED
P. M. STEPHENSON

RECEIVED
MAR 23 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 18, 1964

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Utility Conduits on Structures
S. Unit, Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(51)304
Contract No. 6384

Gentlemen:

The successful bidder, Pacific Concrete Co., and Otis P. Jordon, Jr., has bid a lump sum of $670.00 for the installation of utility conduits on all structures you requested on this project.

If this meets with your approval please remit a check, at your earliest convenience, in the amount of $670.00 so that we may proceed with the preparation of the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: P. M. Stephenson✓
L. P. Shaw
I. D. Merchant
C. H. Maison
L. H. Young
F. B. Klaboe
William Maltby
Jack Hesla

NOTED
P. M. STEPHENSON

OFFICE OF
[illegible] ENGINEER

RECEIVED
MAR 12 1964

FOR FILING

March 12, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 274, covering the revision of construction identification signs on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6384 in connection with Federal-Aid Project Number I-5-6(51)304.

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $60 with Federal participation of $54.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

RECEIVED
FEB 25 1964
FOR FILING

1

6384

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
February 4, 1964

Agenda Item 4-g

Illumination Agreement
N. City Limits-N. Shaver Street Section
Minnesota Freeway
Portland

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an agreement with the City of Portland covering installation of luminaire units on the North City Limits-North Shaver Street Section of Pacific Highway in Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
FEB 6 - 1964

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

January 30, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2EC Salem, Oregon

Oregon Project I-5-6(51)304
Minnesota Freeway Section
Grading, paving and structures

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6384 to Pacific Concrete Co. & Otis P. Jorden of Portland, Oregon, low bidder in the amount of $1,860,203.00 at the January 29, 1964 bid opening.

Mr. Young's letter of January 22, 1964 contains information which satisfies our P.S. & E. requirement relative to State Fish and Game Commission's consideration of this construction project.

Utility adjustments involved in this project have previously been approved under Project I-5-6(36)304.

cc: Region
Wash. D.C.

original To Young
2-5-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 31 1964

6306

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 30, 1964

Pacific Concrete Co., &
Otis P. Jordan, Jr.,
10401 NE Marx
Portland 20, Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6306 for the following project:

Stone base-paving-4 structures-signing-illumination on the South Unit of the Minnesota Freeway Section of Pacific Highway in Multnomah County.

This award was based on your low bid of $1,860,203.00 which was submitted to the Commission on ~~January [illegible],~~ 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JAN 24 1964
FOR FILING

I-5-6 [illegible]

-6 [illegible]

January 24, 1964

Oregon State Highway Commission

Gentlemen:

An agreement with the City of Portland providing for construction, maintenance, and operation of lighting facilities on Interstate 5 (Minnesota Freeway) from the north city limits of Portland to North Shaver Street will be presented for consideration at the January 30 Commission meeting.

The agreement provides that the State shall construct and maintain the illumination system and that the City of Portland shall pay for all electrical energy consumed by the luminaire units.

It is recommended that you approve this agreement and authorize the Secretary to sign in your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
F. B. Crandall
H. S. Cox
C. H. Maison

LPS:ajw fn

RECEIVED
JAN 24 1964

Commissioners
ROBERT B. WILSON
President
DONALD G. DRAKE
Vice-President
HAROLD S. HIRSCH
Secretary
LEE E. CALDWELL
Treasurer
ERLING E. JACOBSEN
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HOWARD B. SOMERS

General Manager
GEORGE M. BALDWIN

Ass't General Manager
R. A. NEUMEISTER
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
L. E. ARNOLD, JR
Mgr., Marine Dept.
A. J. HEINEMAN
Comptroller
E. W. BAUER
Mgr., Properties Dept.
C. H. COVER
Director, Research Planning and Inf.
W. S. DIRKER
Chief Engineer
R. F. DOW

THE PORT OF PORTLAND
Swan Island, P.O. Box 3529, Portland, Oregon 97208

In reply refer to:
Planning - AMC

January 21, 1964

Mr. Forrest Cooper, Highway Engineer
State Highway Department
State of Oregon
Salem 10, Oregon

Attention: Mr. Tom Edwards, Assistant State Highway Engineer

Subject: Minnesota Freeway Signs for Rivergate Industrial District

Gentlemen:

Thank you for your letter of January 8, 1964, in which you described current plans which the State Highway Department has for signing the Minnesota Freeway for traffic destined to Port of Portland properties. I would especially like to thank you for the time which Mr. Val Johnson spent with me on the afternoon of December 19, 1963, for the purpose of initiating the discussion on the subject signs.

Please be informed that we concur with your conclusions pertaining to signing proposed for the Portland International Airport, the Swan Island Industrial Park and the Rivergate Industrial District. With regard to the Rivergate Industrial District, we can appreciate the complex problems involved with providing an adequate number of signs within the limited space available for them.

We certainly appreciate your reserving space on one of the advance signs for a future legend which will direct traffic to the Rivergate Industrial District. We understand that such a legend would be installed at a future date when the development of the district has created a destination demand. We also appreciate your arrangements to install a temporary sign at the ramp terminal for Columbia Boulevard directing traffic to the industrial district.

Thank you again for your help and cooperation.

Very truly yours,

THE PORT OF PORTLAND

Arnold M. Cogan

ARNOLD M. COGAN,
Planning Director

NOTED
TOM EDWARDS

Copy to
Crandall
1-23-64

AMC:lj
CC: W. S. Dirker
L. E. Arnold
R. F. Dow

RECEIVED
JAN 9 1964
FOR FILING

January 8, 1964

Mr. Arnold Cogan
P. O. Box 3529
Swan Island 8, Oregon

Dear Mr. Cogan:

On December 19, a representative of the Traffic Engineering Division contacted you and discussed the proposed signing for the Minnesota Freeway, with particular reference to signing to the airport, Swan Island and the Rivergate Industrial District.

It was explained that southbound traffic on I-5 will be directed to the Portland International Airport via Union Avenue and Marine Drive. Northbound traffic on I-5 should reach the airport via the Banfield Freeway and 82nd Avenue.

Signs directing traffic to the Swan Island Industrial park will be installed for both northbound and southbound traffic via the Going Street Interchange.

The third point discussed was the possibility of directing traffic to the Rivergate Industrial District which lies at the confluence of the Columbia and Willamette Rivers. It was explained that because of regulations concerning signing on Interstate highways and the number of destinations which must be signed for southbound traffic at the Union and Swift Interchange, it would not be possible to sign Rivergate Industrial area at this point. In regard to northbound traffic, it is understood that the Columbia Boulevard Interchange would form the logical route to the district. We will reserve space on one of the advance signs for the necessary legend directing traffic to the Rivergate Industrial District. This legend will be installed in the future at such time as development of the district has created a demand for this destination.

In the interim period, we will arrange to install a temporary sign at the ramp terminal or Columbia Boulevard directing traffic to the industrial area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
F. B. Klaboe
A. E. Johnson

VPJ:pk jw

FOR FILING

477 Cottage St. N.E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

January 7, 1964

A. W. Parsons, Division Engineer
Salem, Oregon

By: C. R. Brooks
District Engineer

08-35.20A

Oregon Project I-5-6(51)304
Minnesota Freeway Section
Paving, Structures, Signing and Illumination

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights of way or rights of entry have been acquired and are available for occupancy and contractor's use with relocation advisory assistance unnecessary, as indicated in Mr. Woodring's December 30, 1963 letter.

The use of Supplemental Standard Specifications, December 1963, Metal Pipe Materials for Culvert, Siphons and Underdrains and January 1964, Treated Wood Guard Rail and Median Barrier Posts, is approved for this specific project.

The pavement type selection for the project is accepted on the basis of documentation included on your February 20, 1962 "Project Base Design" sheet which was supplemented by Mr. Shaw's September 20, 1963 letter providing justification for modification for continuously reinforced Portland Cement Concrete.

Mr. Young's January 3, 1964 letter covering submission of PS&E. indicated that the project does not affect fish and wildlife. Your certification that the applicable State conservation agencies agree should be furnished prior to our concurrence in award of contract.

Attachment

NOTED
LLOYD P. SHAW

original to Young with attach.
1-10-64

RECEIVED
NOV 14 1963

FOR FILING

November 13, 1963

Mr. F. T. Fowler
Highway Co-ordinator
City Hall
Portland, Oregon

Dear Mr. Fowler:

On October 30, a representative of the State Highway Department delivered to you copies of the State-City Agreement covering the illumination installation on the Minnesota Freeway. At that time plans for the installation were not available.

There is enclosed one copy of the plans for the illumination installation. It will be noted that these plans cover the entire section from the Oregon Slough Bridge to North Shaver Street. The circuits have been placed so that those luminaire units which are within the corporate limits of the city are on circuits separate from those which are outside the city. We are asking that the City assume the power bills for those units within the city limits.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

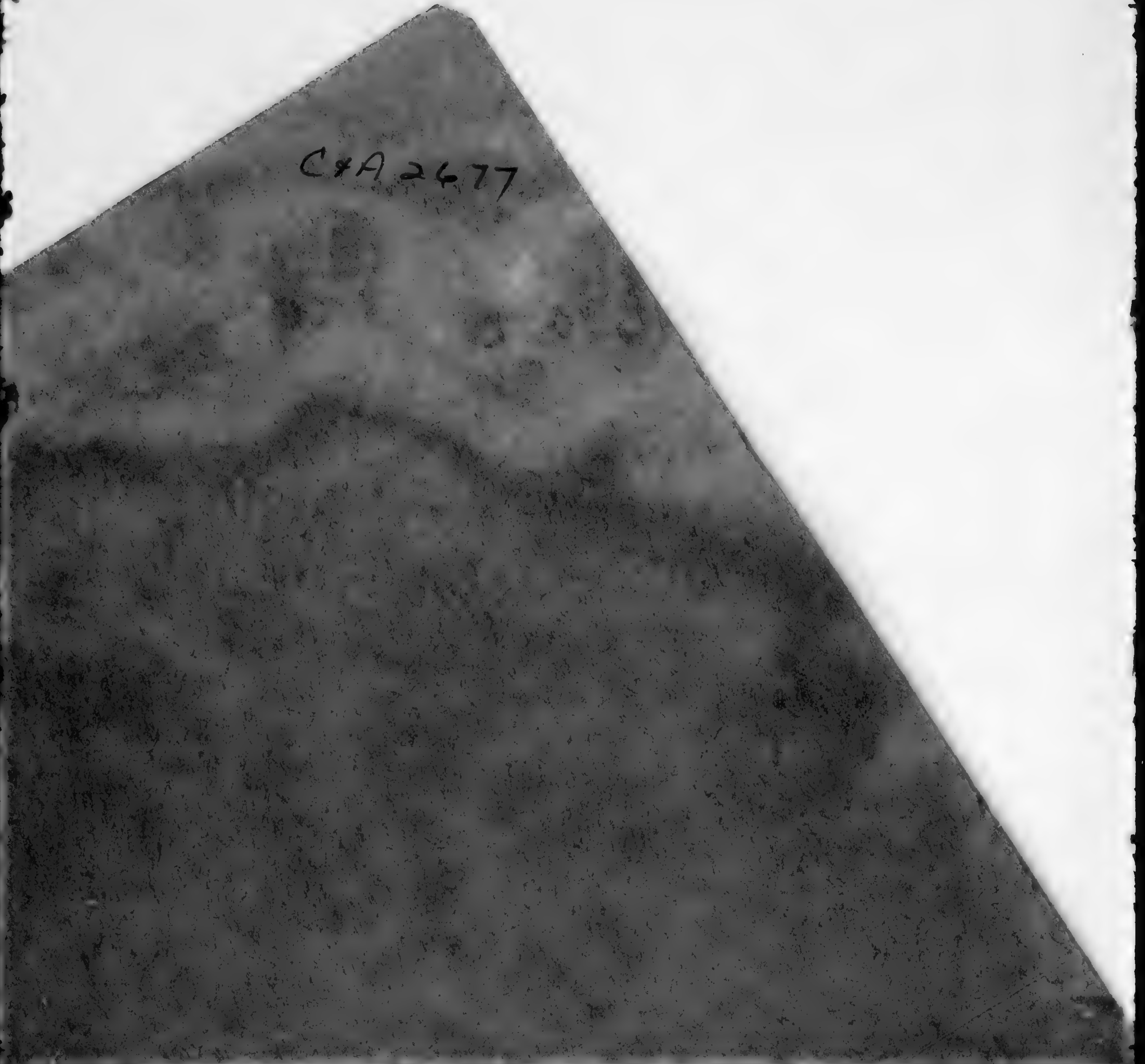
Enc.

bc Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:pk jw

Drawing # 1913
1913A
1914
1915
1916
1917
1918
1919
1920

34-1618 Beaverton Traffic Signal 1964
Install. at Hall St., Tualatin
#6385 Valley Hwy.



C&A 2677

RECEIVED
AUG 27 1964
FOR FILING

August 26, 1964

Birmingham Fire Insurance Co. of Pa.
Regional Office
550 Kearny Street
San Francisco 8, California

Gentlemen:

On August 19, 1964, we wrote to you concerning release of final payment on Contract No. 6385, awarded to Steeck Electric Co., for traffic signal installation on Hall Street in Beaverton on the Tualatin Valley Highway in Washington County.

Final payment on this contract is $1,150.00 and the total contract amount is $11,500.00. No work was performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Steeck Electric Co.
P. O. Box 1243
Medford, Oregon

NOTED ON CARD
fp

C. H. Maison
Attn.: John Herr

fp

RECEIVED
AUG 1 9 1964
FOR FILING

August 18, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 6 on Contract No. 6385. The contract was with Steeck Electric Company and was for a traffic signal installation on Hall Street (Beaverton) on the Tualatin Valley Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 18, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM E-123X 50M 12-63

RECEIVED
AUG 1 7 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6315

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1964

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97209

Re: Traffic Signals
Tualatin Valley Highway
and Hall Street
Beaverton

ATTENTION: Mr. R. B. Blivens
Signal Supervisor

Gentlemen:

The traffic signal at the intersection of the Tualatin Valley Highway and Hall Street in Beaverton was activated on August 6, 1964. For the present, the traffic signals will be kept on flashing operation.

There is no apparent difficulty in the railroad pre-emption circuit; however, it was discovered that certain train crews do run their engines through the intersection from northwest to southeast and park the engine between Hall Street and Broadway while eating lunch. Because of the type of clearing circuits and train block signal system, the engine, returning northwesterly after the crew has eaten, will not pre-empt the traffic signal until the train is in the middle of the intersection within the train block signal. It is our understanding that this condition can be alleviated if the train crew, after passing south of the intersection, would use the track siding while having lunch. The use of the siding would clear the circuit and provide pre-emption of the traffic signal when the crew returns across the intersection.

This Department is prepared to assist in any way possible to provide adequate protection at this crossing and it is hoped that a solution can be reached prior to placing the traffic signals on full-operation in the week of August 17, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

WRZ:sm:TWL:bjm

cc: Tom Edwards
F. B. Crandall
A. E. Johnson
W. E. Mueller
R. N. Bothman
R. W. Failmezger

AUG 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1964

SUBJECT:

To: Mr. D.B. Parkes
Office Engineer

Steeck Electric Company started work on Contract No. 6385, Hall Street Beaverton Traffic Signal Installation on the Tualatin Valley Highway in Washington County on March 2, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

CC: Floyd Query

NOTED
C. W. HEAD

RECEIVED
MAR 2 - 1964

FOR FILING

[illegible]
6385

February 28, 1964

2-24

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

This will acknowledge receipt of your letter of February 10, concerning the proposed installation of traffic signals at the intersection of the Tualatin Valley Highway and Hall Street in the city of Beaverton.

The conditions outlined in your letter are acceptable to this office. Notification to the railroad company to proceed with the work will come from Mr. A. E. Johnson, Division Engineer.

I wish to thank you for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall (Enc.)
A. E. Johnson

VPJ:pk jw

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

February 10, 1964

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. Tom Edwards
Asst. State Highway Engr.

Dear Sir:

I refer to your letter of January 20, 1964, concerning the proposed installation of traffic signals at the intersection of the Tualatin Valley Highway and Hall Street in Beaverton, and Mr. F. D. Morgan's letter of January 16, 1964, forwarding plans for this project.

The plans have been reviewed by our Superintendent of Communications and Signals and have been approved although he notes that the relocation of the Railway's signals has not been indicated. As this work is to be done by Railway forces I assume this is of no consequence in your contract drawings.

This letter confirms the acceptance of your plans by the Railway Company, and also confirms the Highway Department's acceptance of the changes in Railway signals proposed and all the costs of Railway Company in making these changes and all other changes necessary to complete the interconnection of the signal circuits. The Railway Company will perform the work necessary when given notice in

Bruce
Estimates
Costs
W

writing from the Highway Department to proceed with the work. The Highway Department will in turn pay all bills by the Railway Company for actual costs involved in making these changes.

If this is acceptable to you, no further agreement is necessary in order to proceed with the work. Notification to the Railway Company to proceed with the work should be directed to Mr. R. E. Blevins, Superintendent of Communications and Signals, Oregon Electric Railway Company, P.O. Box 571, Portland 7, Oregon.

Very truly yours

Chief Engineer

GEL-o

cc-Mr. F. D. Morgan
Construction Engineer

RECEIVED
FEB 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1964
TRAFFIC ENGINEERING

RECEIVED
FEB 1 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 20 1964
FOR FILING

February 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 10, 1964, on Contract No. 6385, Airport Road-Irrigon Jct. Section in Morrow County, in connection with Federal-aid Project No. I-80N-5(10)157.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb

RECEIVED
JAN 31 1964

FORM 6-123
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 30, 1964

Steeck Electric Co.,
P. O. Box 1243
Medford
Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6385 for the following project:

Beaverton Traffic Signal Installation at Hall St., on Tualatin Valley Highway in Washington County.

This award was based on your low bid of $11,500.00 which was submitted to the Commission on January 29, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JAN 21 1964
FOR FILING

January 20, 1964

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

1237
1667
1869

Dear Sir:

This will acknowledge your letter of December 18 concerning the proposed installation of traffic signals at the intersection of the Tualatin Valley Highway and Hall Street in Beaverton.

It is believed that the changes in the location of the railroad crossing signals as proposed in your letter are in order. The State Highway Department will bear the cost of this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson

VPJ:pk jw

FORM E-90X 50M 3-63 40606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 8, 1964

SUBJECT:
Proposed Traffic Signals
Tualatin Valley Hwy. at Hall St.
Beaverton
TE1869

To:
F. B. Crandall
Traffic Engineer
OFFICE

There is attached a suggested draft to Mr. H. F. Moy, Chief Engineer, SP & S Railroad concerning the proposed traffic signal at the intersection of the Tualatin Valley Highway and Hall Street in Beaverton. This draft is in answer to Mr. Moy's letter of December 18.

On Monday, January 6, I inspected this intersection in the field to determine the necessity for the proposed moving of the railroad crossing signals as proposed by Mr. Moy. I also discussed the matter with A. E. Johnson, Division Engineer.

The moving of the traffic signals is in order. The moves are caused by the proposed changes in channelization rather than the traffic signal installation. You will recall that the Division has proposed and Mr. Edwards has approved a general channelization scheme for the Tualatin Valley Highway through Beaverton. This scheme is primarily that of prohibition of parking and development of left turn refuges. Mr. Johnson tells me that the City is backing and filling on the parking prohibition so that he cannot get the over-all plan into effect at the present time. It is necessary and he has agreed to carry out the changes in channelization at this intersection.

It is recommended that we agree to the moving of the railroad crossing signals as proposed by Mr. Moy. Because these changes are caused by our proposed changes in channelization, it would seem to be proper that the cost of the changes be borne by the State Highway Department. Presuming approval, Mr. Johnson will submit a work order for the channelization changes and the changes in the location of the railroad crossing signals. He will then proceed with this work so that it may be co-ordinated with the traffic signal installation.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachment

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

RECEIVED
DEC 23 1963
SPOKANE PORTLAND AND SEATTLE RY.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

Traffic

Beaverton

December 18, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. Tom Edwards
Asst. State Highway Engr.

Dear Sir:

I refer you to your letter of November 22, 1963, which pertained to certain vehicular traffic control signals at the intersection of the Tualatin Valley Highway and Hall Street in the city of Beaverton as well as the crossing of the Oregon Electric Railway track at that particular spot.

Mr. R. E. Blevins, our Superintendent of Communications & Signals, advises me that he had discussed with a Highway Department representative your proposal and can see no objection to it. He would, however, recommend moving two of our crossing signals which your department has not considered in their plan. This would involve moving the signal on Hall Street approximately 36 ft. south of its present location to provide protection for both a right turn and a through movement for northbound traffic on Hall Street. The signal now in the island in the center of the intersection would be moved across the highway to govern southward traffic on Hall Street crossing the main highway and the Oregon Electric Railway tracks. Mr. Blevins would also eliminate our main junction box now in the island which would be in the center

Grade Xing
RR

of the street under the new arrangement; this to be done by installing an overhead cable across the main highway.

The estimated cost of the changes proposed by your department as well as those outlined in your letter would be as follows:

Signal Material	$485.00
Line Material	95.00
Signal Labor	690.00
Labor to move comm. circuits acct removal of PGE pole	140.00
Use of equipment	200.00
Total	$1,610.00

To the above total should be added approximately 40% for additives.

Is it the intent of the Oregon State Highway Department to assume the cost of this work? If the Oregon Electric Railway would have to assume this expense, we would have to receive approval from our St. Paul office before proceeding with any work, and there is a possibility that they would insist that this be placed on our 1965 Improvement Budget.

I would be pleased to hear further from you on this matter.

Very truly yours

H F Moy

Chief Engineer

HFM-o

cc- Mr. Robert O. Malsey
City Manager, Beaverton

DEC 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 16 1964

34-1611

6345

CONTRACTS and AGREEMENTS No.

Salem, Oregon
January 13, 1964

Traffic Signal Agreement
Tualatin Valley Highway at Hall Street
City of Beaverton

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of a traffic signal agreement with the City of Beaverton providing for installation of signals at the intersection of the Tualatin Valley Highway and Hall Street in Beaverton .

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Beaverton.

Secretary

rn
Attach: 1

RECEIVED
NOV 26 1963
FOR FILING

34-L611

[illegible]

November 22, 1963

1537
1227

1761

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railroad Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

The State Highway Department, in cooperation with the City of Beaverton, is planning to install a fully-actuated traffic signal at the intersection of the Tualatin Valley Highway and Hall Street in the city of Beaverton. The Spokane, Portland & Seattle Railroad tracks cross diagonally through this intersection and to properly safeguard traffic, it will be necessary that the traffic signals and the railroad crossing signals be interconnected.

It is planned that upon pre-emption by the railroad traffic circuit, all signal heads directed to vehicular traffic will turn to a steady red indication after a lapse of a proper clearance period for those signal indications which were green at the time of pre-emption. This will necessitate a simple interconnection between the controller for the railroad crossing signals and the controller for the traffic signals. The sign contractor is to install a one-inch conduit between the two controller boxes as shown on the attached plan. We would then ask the railroad to furnish the necessary wire connecting the railroad crossing signals to a relay in the traffic signal controller. The relay would be furnished by the Spokane, Portland & Seattle Railroad Company. Preliminary discussions have been held with Mr. Russell Blevins, Signal Superintendent of your organization.

It would be appreciated if you would indicate your approval of the proposed intertie and would also give us an estimate of the cost of the work to be done by the railroad company.

Very truly yours,

Enc.

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson
R. W. Failmezger

By

Tom Edwards
Assistant State Highway Engineer

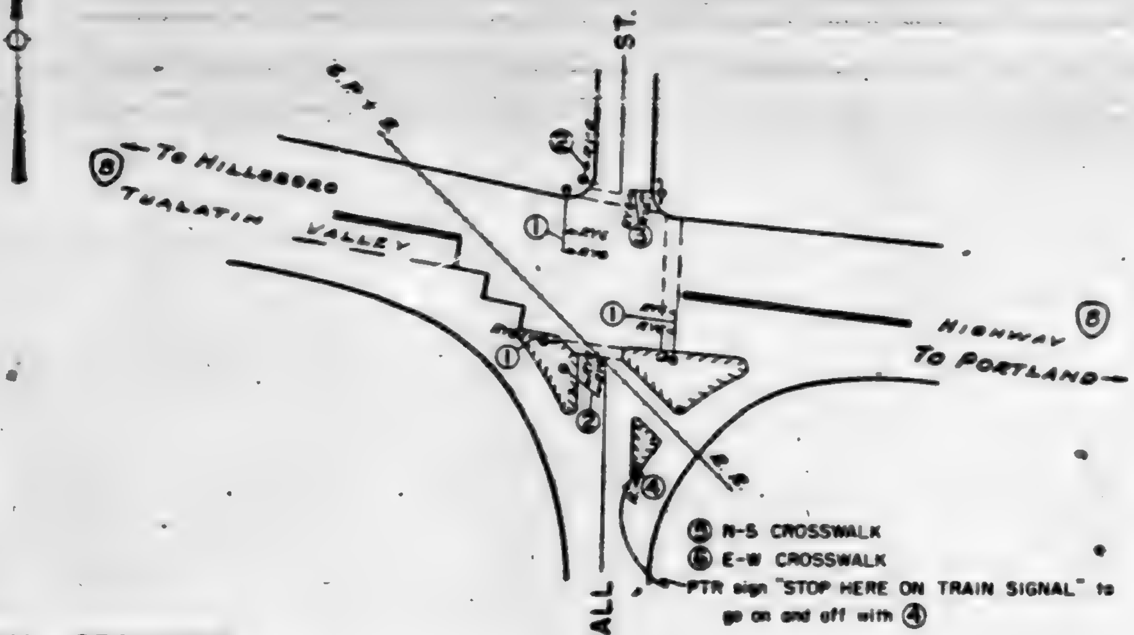
VPJ:pk jw

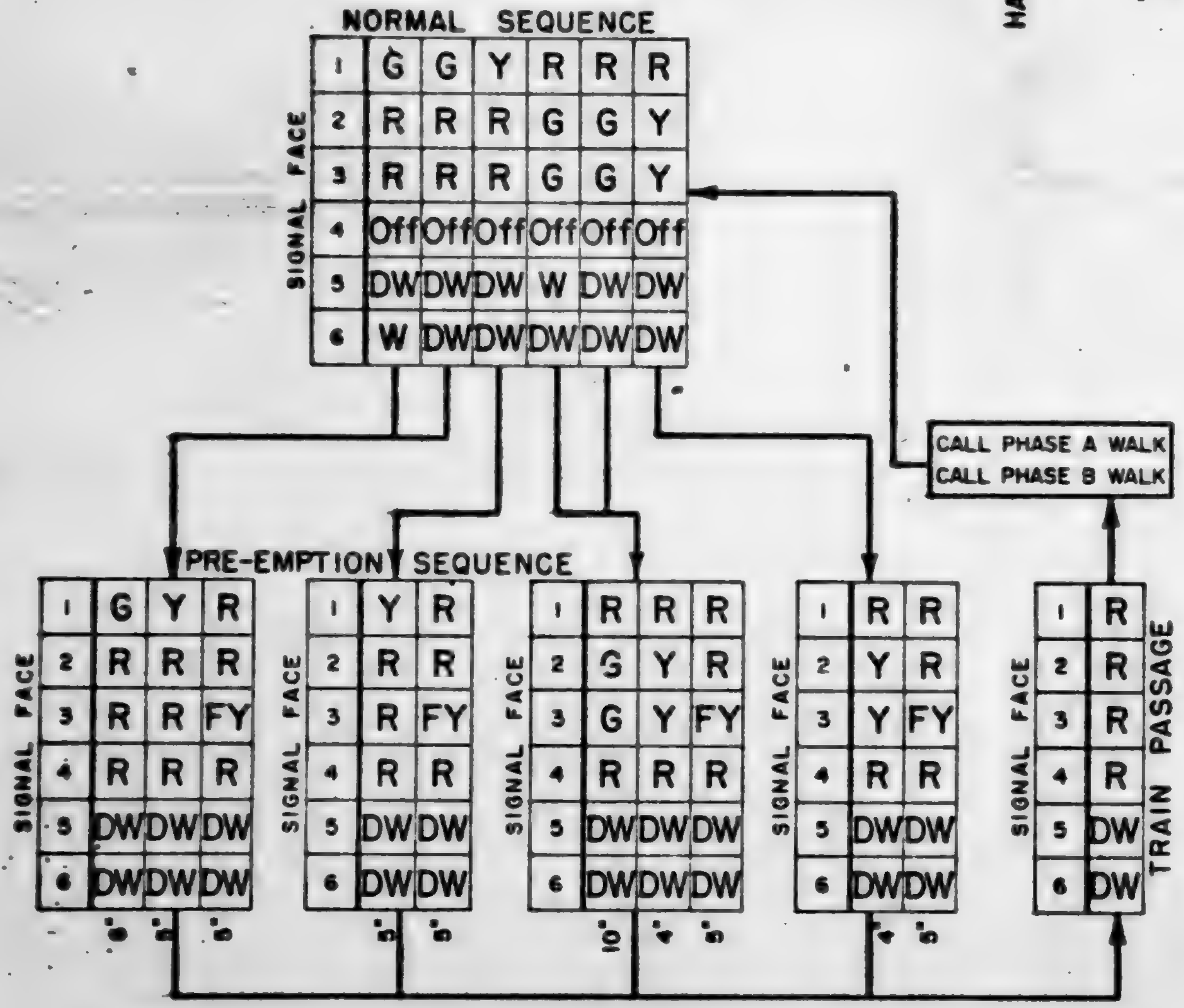
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

RAILROAD PRE-EMPTION SEQUENCE
TUALATIN VALLEY HWY. AT HALL ST.
BEAVERTON - WASHINGTON COUNTY

October, 1963

SIGNAL FACE DESIGNATION


N
To Hillsboro
8
Tualatin Valley
Highway
To Portland
8
S.P. & S.
S.P.
HALL
ST.
①
①
①
②
③
④
⑤ N-S CROSSWALK
⑥ E-W CROSSWALK
PTR sign "STOP HERE ON TRAIN SIGNAL" to go on and off with ④


CALL PHASE A WALK
CALL PHASE B WALK

NORMAL SEQUENCE

SIGNAL FACE						
1	G	G	Y	R	R	R
2	R	R	R	G	G	Y
3	R	R	R	G	G	Y
4	Off	Off	Off	Off	Off	Off
5	DW	DW	DW	W	DW	DW
6	W	DW	DW	DW	DW	DW

PRE-EMPTION SEQUENCE

SIGNAL FACE			
1	G	Y	R
2	R	R	R
3	R	R	FY
4	R	R	R
5	DW	DW	DW
6	DW	DW	DW
	6"	2"	5"

SIGNAL FACE		
1	Y	R
2	R	R
3	R	FY
4	R	R
5	DW	DW
6	DW	DW
	5"	5"

SIGNAL FACE			
1	R	R	R
2	G	Y	R
3	G	Y	FY
4	R	R	R
5	DW	DW	DW
6	DW	DW	DW
	10"	4"	5"

SIGNAL FACE		
1	R	R
2	Y	R
3	Y	FY
4	R	R
5	DW	DW
6	DW	DW
	4"	5"

TRAIN PASSAGE

SIGNAL FACE	
1	R
2	R
3	R
4	R
5	DW
6	DW

L E G E N D

R	Red
Y	Yellow
G	Green
FY	Flashing Yellow
W	Walk
DW	Don't Walk

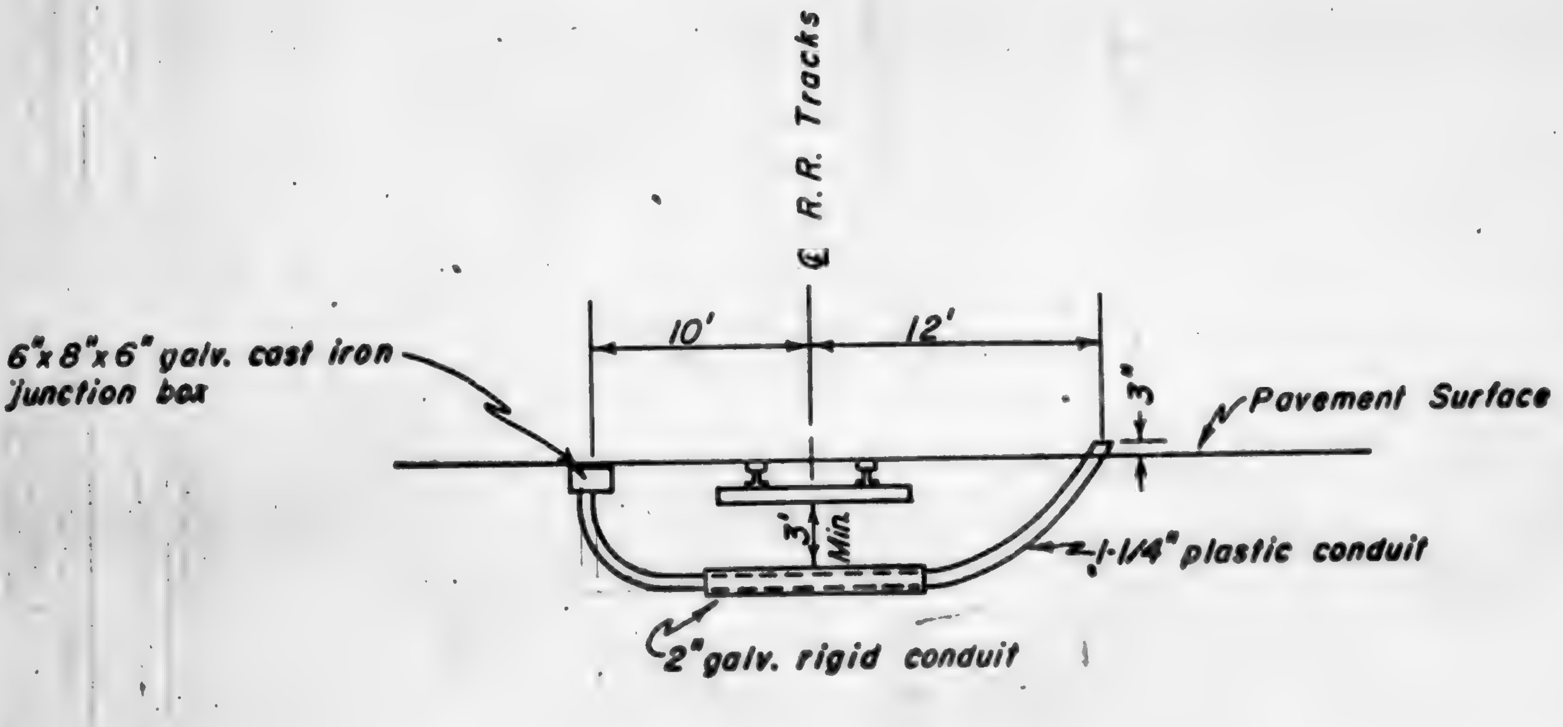
APPROVED
TRAFFIC ENGINEER
10/31/63
DATE

T.E.D. Drw'g. No. 3148

OREGON STATE HIGHWAY
Traffic Engineering Division

RAILROAD CONDUIT INSTALLATION
TUALATIN VALLEY HWY. AT HALL ST.
BEAVERTON

No Scale January, 1964



℄ R.R. Tracks
10'
12'
3"
6"x 8"x 6" galv. cast iron junction box
Pavement Surface
3' Min.
1-1/4" plastic conduit
2" galv. rigid conduit

RECEIVED
OCT 28 1963

FORM 2-30X 30M 3-63 40606
FOR FILING
24-1818
62730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 28, 1963

SUBJECT: **Traffic Signal Installation**
Tualatin Valley Hwy. & Hall St.
Beaverton

Agenda Item: 3e

To:

V. P. Johnson
Traffic Control Engineer
OFFICE

1227

At its meeting of October 10 the State Highway Commission approved the installation of a traffic signal at the intersection of the Tualatin Valley Highway and Hall Street in the city of Beaverton.

Would you please prepare plans and agreement covering this installation and notify Mr. Merchant when you plan to let this to contract.

F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards
I. A. DeFrance
A. E. Johnson
R. D. Conklin
B. P. Huntley

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1963
FOR FILING

34-1[illegible]

[illegible]

agenda
3-e
10-10-63

October 17, 1963

Mr. Robert O. Halsey
City Manager
City Hall
Beaverton, Oregon

Dear Sir:

On August 12 you wrote a letter to Mr. A. E. Johnson, Division Engineer, Portland, stating that the Beaverton City Council had authorized fifty-fifty participation in the cost of installing traffic signals at the intersection of the Tualatin Valley Highway and Hall Street in Beaverton.

As Mr. Tom Edwards, Assistant State Highway Engineer, stated in his letter of August 29, the matter was presented to the Highway Commission when it met October 10. The Commission approved the signal installation, with the understanding that the City of Beaverton is to pay one-half the cost of installation and provide all future maintenance and power consumption costs.

An agreement covering details is being prepared and will be sent to you for approval in the not too distant future.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
R. L. Porter
Tom Edwards
F. B. Crandall
A. E. Johnson
R. D. Conklin

FQ:fp

RECEIVED
SEP 3 1963

FOR FILING

84-1618

6585

August 30, 1963

Oregon State Highway Commission

Gentlemen:

We have received a request for the installation of traffic signals at the intersection of the Tualatin Valley Highway and Hall Street in the city of Beaverton.

Investigation discloses that traffic signals are warranted. The City of Beaverton has agreed to pay one-half the cost of the installation and to care for future maintenance and power consumption.

Your approval is recommended for the installation of signals at this intersection at an estimated cost of $14,000.

This matter will be on the agenda for the October 10 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
A. E. Johnson
R. D. Conklin

VPJ:pk bbc

FORM E-90X 50M 3-63 49008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 23, 1963

SUBJECT: Revision of Hall Street and
Tualatin Valley Highway
City of Beaverton
Nine Point Traffic Program

To:

Mr. F. B. Crandall
Traffic Engineer
Salem

Attention: L. E. George

Reference is made to previous correspondence regarding the City of Beaverton's proposed 9-point traffic program, and specifically to a letter from Mr. Tom Edwards dated June 18, 1963 addressed to me, a copy of which was furnished you. I enclose a copy of the letter which I addressed to Mr. Robert O. Malsey subsequent to receiving Mr. Edwards' letter mentioned above.

I also enclose a copy of a letter from Mr. Malsey dated August 12, 1963 indicating that the City Council had authorized City participation in the modification and signalization of the Hall Street-Tualatin Valley Highway intersection. This modification would consist of the removing existing concrete islands at Hall Street and the replacement with jiggle-bar islands, and the installation of traffic signals in accordance with a plan previously furnished you.

Under date of June 17, 1963, I received two plans of proposed installation of signals from your office, one of which was estimated at $18,000 and entailing the use of monotube structure for the support of the signal heads, and the other estimated to cost $14,000 entailing the use of mast arms. It is recommended that we proceed on the signalization of this intersection on the basis of the $14,000 estimate utilizing mast arm construction.

I also enclose a copy of a preliminary estimate made by us which shows the estimated cost of other work at Hall Street, and it would appear that prior to doing this work we should negotiate an agreement with the City of Beaverton covering this work.

It is, therefore, recommended that the City -County Engineer be instructed to proceed with an agreement for the revision of the Hall Street intersection in which the City of Beaverton would be required to move an existing power pole and junction box in the present island, and provide for any moving of signals, and to participate 50% in the cost of the traffic signal and provide for maintenance and power energy for the signal operation. It is proposed that the removal of the existing island and replacement of the jiggle-bar islands would be performed by State forces, and it is also presumed that the installation of the traffic signal would be by contract. However, it would be possible to do this also by State Forces.

It is recommended that we proceed with an agreement with the City of Beaverton to the end that we may accomplish this work as soon as possible.

RECEIVED
AUG 26 1963
TRAFFIC [illegible]

Original Signed by A. E. Johnson

AEJ:fb
Encls.

A. E. Johnson
Division Engineer

cc Tom Edwards, I. A. DeFrance, B. P. Huntley, R. D. Conklin

City of Beaverton
MUNICIPAL BUILDING • BEAVERTON, OREGON

August 12, 1963

State of Oregon
Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Attention: Mr. A. E. Johnson, Division Engineer
In reference to your letter of June 28, 1963

Dear Mr. Johnson:

At its regular monthly meeting of August 5, 1963 the Beaverton City Council authorized City participation of 50% of the cost of modification and signalization of the Hall Street-State Highway #8 intersection.

We understand that the estimated cost for the signal installation is $18,000 and that the City is expected to assume the maintenance after installation.

With the steady increase in traffic volume in this section and the need for another route northward to relieve congestion, it appears that this phase of the nine point improvement program should be implemented as soon as possible.

We will appreciate your early attention and procedure in this matter.

Yours truly,

CITY OF BEAVERTON

Robert O. Malsey
City Manager

ROM:pm

RECEIVED
[illegible]
OFFICE
DIVISION ENGINEER
DIVISION NO.

NOTED
E. E. SIKLAM

5

I-5-1(53) Siskiyou Summit-California 1964
00 Line Sec., Pacific Hwy. (Grad.)
#6386 [redacted]

RECEIVED
FEB 10 [illegible]

FOR FILING
I-5-1([illegible])
6=86

February 1[illegible], 1966

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Project I-5-1(50)[illegible], Neil Creek-
California Line Section ([illegible])

Your letter of January 31 withheld approval of right-of-way plan sheet No. 5 for this project pending additional information as to the eligibility for Federal participation in the acquisition of File 42310.

In performing the grading on the Siskiyou Station-Siskiyou Summit Section, Project I-5-1([illegible]), it was found necessary to excavate large quantities of unsuitable foundation material, which caused a large overrun of the bid item for this work. This increase in quantities at the bid price was documented by Price Agreement No. 2, which was approved by your office. As stated in Mr. Lecker's letter of February 26, 1965, in support of the price agreement, considerable quantities of the material so excavated were unsuitable for reuse and therefore wasted.

Because of the existing terrain, suitable waste disposal areas within a reasonable haul distance were limited and soon filled with this material. Since the State-owned land left of Station 535 to 545 was available, a portion of the waste material from the Siskiyou Interchange area was disposed of here. Had we not allowed the contractor to use this area, which was within a reasonable haul distance, it is doubtful if he would have agreed to perform this large overrun in bid quantities at the bid price, which could have resulted in considerable additional cost to the State and Federal Government. In the course of depositing this waste material, a slide developed and the contractor was directed to discontinue use of this area for further disposal. The slide which developed has extended onto private property and damaged the area covered by File 42310.

In view of the circumstances set forth above, we feel that the damage caused by the disposal area slide to File 42310 was a direct result of the construction of Interstate Highway I-5, and the cost to cure, namely acquisition of the damaged area, is eligible for Federal participation. We request your concurrence of eligibility and your approval to acquire File 42310 as participating.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2184
L. H. Young
F. D. Morgan
D. H. Moehring
C. T. Keasey

LHY:ia srb

FORM 8-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 9, 1968

RECEIVED
FEB 13 1968
RIGHT OF WAY

SUBJECT: Maintenance Station
Waste Area Slide
Siskiyou Summit Project

To: Mr. John R. Oakes
Assistant R/W Engineer
Salem

RECEIVED
FEB 13 1968
LEGAL & RIGHT OF WAY

In regard to our recent telephone conversation, I have checked with Slate-Hall, general contractors, regarding the slide which developed on the maintenance yard waste area on the Siskiyou Summit project.

I have attached a letter written to me by James N. Leinbach of Slate-Hall which agrees with my recollections of our actions during this project; namely, that the waste area slide did commence during the construction of the project.

If I can be of any further assistance to you on this matter, please notify me.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

Encl.

7805 S. W. 40th Avenue
Portland, Oregon 97219
February 6, 1968

Mr. Don Haller
Assistant Division Engineer
Oregon State Highway Department
9200 S. W. McLoughlin Blvd.
Portland, Oregon 97202

Dear Sir:

This letter is pursuant to our telephone conversation on February 5, 1968 regarding the waste area approximate Sta. 545 on the Siskiyou Summit Project.

After checking our existing records and talking to persons familiar with the project, we are able to recall wasting material at this site on two different occasions. The latter being late in June, 1964 at which time the waste pile began to slide, encroaching on the adjoining property. We were then directed by you to stop using this site for further wasting.

Yours very truly

SLATE-HALL

James N. Leinbach

James N. Leinbach

JNL:r

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 31, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by C. J. Mathias, Div Right of Way Officer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(50)00
Wall Creek - California Line Section

Office Engineer L. H. Young's letter of January 18, 1968 forwarded for our approval revised right of way plan sheets nos. 5, 6, 8, 9, 11, 14, and 15. Attached are approved copies of all plan sheets submitted except sheet no. 5. We are withholding approval of plan sheet no. 5 pending additional information as to the eligibility for Federal participation of file 42310 which involves the acquisition of 8.38 acres. The plan sheet indicates this is for slide control. Inasmuch as the highway has been completed for several years, additional information is needed as to the eligibility of this parcel for Federal participation.

Enclosure
Plan Sheets

2-5-68

REFERRED TO
Young [illegible]
By Asst. State Hwy. Engr.

RECEIVED
FEB 5 1968
OFFICE ENGINEERING
DIVISION

chase
R/D Prpts

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 3 1967

[illegible]G

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1967

SUBJECT: Siskiyou Interchange Landslide

To:

Mr. F. D. Morgan
Construction Engineer

Building

In connection with the proposed land purchase at the Siskiyou Interchange Landslide, I am attaching the following data:

1 IR Sketch Map
2 Copies Description of Metes and Bounds
1 Copy Report of Survey
1 Set Coordinates
1 Sketch Map Layout (Work Sheet)
1 Assessors Plat
7 Pages Ownership Deeds
1 PPage Calculation of Area
1 Set Field Notes

We are recommending an outright purchase of this property in order to forever protect the State from possible damage claims due to the action of the slide.

Will you please prepare descriptions and turn the data over to the Right of Way Division for appraisal and purchase.

When you are through with the above data, will you please return the following articles to Division IV:

Coordinates
Field Notes
Approved copy of IR Map.

Very truly yours,

E. S. Hunter
Maintenance Engineer

By

E. F. Chidsey
Service and Equipment Engineer

Approved 11/9/67
ASST. STATE HWY. ENGR.

P/s proceed

Orig w/data to Morgan
copy to Chidsey
11-9-67

EFC:aj

Attachments

AUG 2 5

25-67

.MFM

CON MED RSD 285 3-52 PM

✓ F D MORGAN
R L LAMMERT

RE FILL SLOPE REPAIR IN TWO SPOTS ON I-5 NEAR WALL CREEK. MR CHANDLER SAYS WE WILL PROCEED WITH REPIXX REPAIR BY STATE FORCES. MAINTENANCE FORCE LILL DO WITH WORKMAN EXTRA GANG WITH POSSIBLE RENTAL OF OUTSIDE EQUIPMENT. IN ORDER TO COMPLY WITH RESTRICTIONS ON HIRING OUTSIDE EQUIPMENT, MR HUNTER SHOULD BE ADVISED OF THESE ARRANGEMENTS.

CARL M WILLIAMS

CW..

Copy to Hunter
8-25-67

REGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
July 26, 1965
Salem, Oregon

SUBJECT: Slides on I-5
Construction in Siskiyou Mountains

To: Mr. F. B. Klaboe
Assistant Construction Engineer

BUILDING

As requested, an inspection of the I-5 construction from South Ashland to the California Line was made on July 14 and 15 for the purpose of determining slide conditions and adequacy of construction. This inspection was made in company with R. J. VanCleave, Division Soils Engineer, Jack McCormick, Resident Engineer, and Bill Brown, Resident Engineer.

Foundation problems under the tremendous fills on this section were anticipated. Heroic efforts were employed (see copy of attached letter to BPR re - overrun in embankment foundation on Siskiyou Station-Siskiyou Summit Section) to assure stable fill foundations. At the time of inspection all completed or partially completed fills appeared to be stable, with some vertical settlement (several inches) in evidence which was attributed to consolidation.

Cut failures have benn relatively minor and I believe have been or will be adequately handled.

A review, section by section, as observed at the time of inspection, is as follows:

SOUTH ASHLAND INTERCHANGE-WALL CREEK, Contract No. 6241, Peter Kiewit Sons' Co., Contractor - 1,776,000 cu. yds. Exc.

Grading and surfacing completed. Minor fill settlements withstood epic floods in good shape. To the left of Station 290 near the toe of a fill slope some sluffing of slope has occurred. This will be corrected by a rock inlay. Depth to solid 5 to 6' -- the sluffing area is outside the main embankment foundation area which had been sub-excavated, and does not effect the integrity of the main fill.

REFERRED TO
Cooper - info only.
By Asst. State Hwy. Engr
WBK.

NOTED
FORREST COOPER

WALL CREEK-SISKIYOU STATION, Contract No. 6454, Slate-Hall, Contractor - 1,791,000 cu. yds. Exc.

Extensive embankment foundation preparation at all locations. This work in progress at time of inspection at Stations 412 and 471 on left. Corrective measures and type of construction are considered thorough and adequate. A cut slide on the right of Station 470 to Station 480 has been repaired satisfactorily.

SISKIYOU STATION-SISKIYOU SUMMIT, Contract No. 6360, Slate-Hall, Contractor - 3,502,000 cu. yds. Exc.

This grading project completed and accepted by BPR on July 22. Some one million cu. yds. of embankment foundation excavation has apparently produced stable fills. While not apparent from observation the fill at Station 630 has been checked for 4 inches of consolidation settlement. To the left of Station 542, again outside the foundation excavation area and main fill, cracks were observed in a waste material area. VanCleave will check foundation conditions before corrective measures. Considerable grading remains to be done to complete the Siskiyou Interchange complex. This work is a part of the Peter Kiewit Sons' surfacing project. Very unstable conditions are obvious here. The problems will be handled based on previous experience.

This section includes the summit cut. Spalling of slopes can be expected here due to nature of material. No major failure is expected.

SISKIYOU SUMMIT-CALIFORNIA LINE, Contract No. 6386, Heintz-Kizer, Contractors - 7,306,100 cu. yds. Exc.

At the time of inspection an estimated 80,000 to 100,000 cu. yds. of excavation remained northerly of Bear Creek. Southerly of the Bear Creek fill grading had been virtually completed. In the fill at Station 750 a settlement of some 12 inches had been restored to grade during finishing operations and the fill now appears "set". The Bear Creek fill was completed to the last few feet. Embankment foundation here was carried to solid, and the fill should remain stable. Minor cut failures were encountered and effectively handled.

The work on this entire section has been referred to as spectacular. Certainly it is tremendous. (Plan quantities of 14,485,000 cu. yds.) It appears at this time the pre-construction planning and on-the-job handling of problems has produced a satisfactory product.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
JUL 27 1965
OFFICE OF
[illegible]

GLD:bjm
Attachment
cc: L. R. Chandler
Jack McCormick
Bill Brown
R. J. VanCleave

NOTED
F. B. KLABOE

RECEIVED
OCT 11 1967
FOR FILING

I-5-1(53)100

6386

COLLINS & REDDEN
ATTORNEYS AT LAW
107 EAST MAIN STREET
MEDFORD, OREGON 97501

HUGH B. COLLINS
JAMES A. REDDEN
JOHN E. FERRIS
LYLE C. VELURE

TELEPHONE
[503] 779-4333

PLEASE REFER TO
OUR FILE NUMBER:
4364

October 9, 1967

State of Oregon
State Highway Department
Salem, Oregon97310

Attention: Mr. C. W. Head,
Assistant Secretary.

Dear Mr. Head:

This is to advise you that we have succeeded in settling the Kissinger vs. Slate-Hall case. I am, therefore, returning Slate-Hall Contract No. 6360 and R. A. Heintz Construction Company Contract No. 6386.

Thank you for your help and cooperation.

Very truly yours,

James A. Redden
JAMES A. REDDEN

JAR:mb
Encl.

I notified R. Johansen
10-10-67
C.H.

RECEIVED
OCT 10 1967
OREGON
STATE HIGHWAY COMMISSION

Monthly transaction number 6-92	FO R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project report number 24	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
Modification number 5	*(PPM 21-7)*	Project number I-5-1(53)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 24 27, 19 64, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,217,457.00	$ 6,279,457.00
Federal funds	$ 5,728,712.30	$ 5,785,913.50
Other revisions		

This modification is made for the following reasons:

Post-Final Voucher subsequent to settlement of contractor's claim.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of June, 19 67.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L.R. Backlund
L. R. Backlund, Administrative Mgr.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

USCOMM-DC 26364-P65

STATE COPY

Monthly transaction number 9-15	FC PR-2A U.S. DEPARTMENT OF COMMERCE (REV. 10-65) BUREAU OF PUBLIC ROADS	te Oregon
Project report number 22	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
Modification number 4	(PPM 21-7)	Project number I-5-1(53)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 27, 1964, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,547,826	$ 6,357,826
Federal funds	$ 6,023,100.00	$ 5,848,100.00
Other revisions		

This modification is made for the following reasons:

To include reduction in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of August, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Admin. Manager

USCOMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(53)00

SISKIYOU SUMMIT-CALIFORNIA STATE LINE
SECTION OF THE PACIFIC HIGHWAY IN
JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and approved S.F.O. work. Revised to reduce construction engineering.)

Salem, Oregon, August 29, 1966

Type Code 0010
Roadway (Sta. "LS" 634 00 to Sta. "LS" 814 35.51) (Contract 6386)

Previous subtotal on estimate of April 27, 1966.		$ 5,95 ,569.43
Previous Estimate 10% Engr. & Cont.		593,256.57
Revised Estimate Engr. & Cont.		405,256.57
	Net Decrease	$ 190,000.00
	Total	$ 6,357,826.00

Length of Roadway - - - - - - - - - - - - - 3.400 Miles
Length of Structure - - - - - - - - - - - - 0.000 Miles (Exception)
Total Length - - - - - - - - - - - - - - 3.400 Miles

Cost of Roadway Per Mile - - - - - - - - $1,869,948.83

Federal Funds -		$ 5,848,100.00
State Funds -		509,726.00
	Total	$ 6,357,826.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint. : Chap. 529, Laws 1939.

Federal-Aid
Project No. I-5-1(53)00

Oregon State Highway Department

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to reflect reduction of slide removal costs and to include approved U.F.O. work.)

Salem, Oregon, April 27, 1966

Type Code 0010
Roadway (Sta. "L" 634+00 to Sta. "L" [illegible]14+35.51) (Contract [illegible])

Clearing and Grubbing	All Required			$ 225,000.00
Drainage Excavation, Unclassified	20,700	cu.yd.	$ 2.80	57,960.00
Embankment Foundation Excavation, Unclass.	335,100	cu.yd.	0.75	251,325.00
General Excavation, Unclassified	6,971,000	cu.yd.	0.66	4,600,860.00
Short Overhaul	24,762,000	yd.sta.	0.005	123,810.00
Long Overhaul	576,400	C-yd.sta.	0.30	172,920.00
Finishing Roadbed & Slopes	All Required			10,000.00
Rounding Cutbanks	26,500	lin.ft.	0.20	5,300.00
Sprinkling	10,000	M-gal.	2.50	25,000.00
Seeding	165	acre	160.00	26,400.00
Mulching	165	acre	200.00	33,000.00
Grass Seed, Creeping Red Fescue	1,650	lb.	1.00	1,650.00
Grass Seed, Chewings Fescue	1,155	lb.	1.00	1,155.00
Grass Seed, Perennial Ryegrass	495	lb.	1.00	495.00
Grass Seed, Newport Bluegrass	825	lb.	1.00	825.00
Grass Seed, Dutch White Clover	825	lb.	1.00	825.00
Inorganic Fertilizer, 10-16-8	660	cwt.	8.00	5,280.00
19-inch Culvert Pipe	960	lin.ft.	4.00	3,840.00
18-inch Culvert Pipe	440	lin.ft.	4.70	2,068.00
24-inch Culvert Pipe	360	lin.ft.	7.00	2,520.00
15-inch Metal Pipe	480	lin.ft.	4.20	2,016.00
18-inch Metal Pipe	530	lin.ft.	4.50	2,385.00
24-inch Metal Pipe	2,390	lin.ft.	10.00	23,900.00
36-inch Metal Pipe	640	lin.ft.	27.00	17,280.00
48-inch Metal Pipe	350	lin.ft.	31.00	10,850.00
60-inch Metal Pipe	400	lin.ft.	42.00	16,800.00
72-inch Metal Pipe	650	lin.ft.	55.00	35,750.00
24-inch Concrete Pipe	110	lin.ft.	8.00	880.00
Extra for Pipe Under Pavement	60	lin.ft.	20.00	1,200.00
15-inch Culvert End Sections	6	only	30.00	180.00
18-inch Culvert End Sections	8	only	35.00	280.00
24-inch Culvert End Sections	4	only	50.00	200.00
48-inch Culvert End Sections	1	only	210.00	210.00
48-inch Pipe Diaphragms	4	only	105.00	420.00
6-inch Perf. Metal Drain Pipe, Uncoated	630	lin.ft.	2.25	1,417.50

8-inch Perf. Metal Drain Pipe, Uncoated	15,400	lin.ft.	$ 2.90	$ 44,660.00
12-inch Perf. Metal Drain Pipe, Uncoated	5,300	lin.ft.	3.50	18,550.00
18-inch Perf. Metal Drain Pipe, Uncoated	3,000	lin.ft.	6.50	19,500.00
Special Backfill in Drains	4,800	cu.yd.	7.00	33,600.00
60-inch Structural Plate Pipe, Sta. 742+70	All	Required		24,800.00
84-inch Structural Plate Pipe, Sta. 678+77	All	Required		47,600.00
Concrete Inlets, Type D	20	only	200.00	4,000.00
Concrete Inlets, Type G2	1	only	250.00	250.00
24-inch Junction Boxes	1	only	300.00	300.00
Class "A" Concrete	100	cu.yd.	72.00	7,200.00
Metal Reinforcement	16,600	lb.	0.20	3,320.00
Type 2 Fence	2,200	rod	9.00	19,800.00
				$5,887,361.50

Flagging (57½% of Contractor's Cost)	All	Required	$ 4,000.00
Slide Removal	All	Required	6,365.24
AC Lined Ditches	All	Required	25,000.00
Signing (Temporary)	All	Required	100.00
Horizontal Drains	All	Required	15,000.00
			$ 50,465.24

Utilities			
Work by Pacific NW Bell Tel. Co.	All	Required	$ 14,742.69
	Subtotal		$5,952,569.43
	10% Engr. & Cont.		595,256.57
	Total		$6,547,826.00

Length of Roadway - - - - - - - - 3.400 Miles
Length of 1 Structure - - - - - 0.000 Mile (Exception)
Total Length 3.400 Miles

Cost of Roadway Per Mile- - - - $1,925,831.18

Federal Funds -	$6,023,100.00
State Funds -	524,726.00
	$6,547,826.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-5-1(53 [illegible]

Estimated cost of work by Pacific Northwest Bell Telephone Co.

Labor	$ 1,847.26
Materials	6,742.41
Equipment	153.02
Contract Work	6,000.00
	$14,742.69

STATE COPY

Monthly transaction number 5-63	F[illegible] PR-2A U.S. DEPARTMENT OF COMMERCE ([illegible]67) BUREAU OF PUBLIC ROADS	[illegible]ate Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
Project report number 19 6386	(PPM 21-7) 5-10-66	Project number I-5-1(53)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 27, 19 64, is hereby modified as follows:

Revised estimated total cost of project $ 6,547,826

Revised Federal funds $ 6,023,100.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 19 66.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L. F. Backlund
L. F. Backlund, Administrative Manager

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

Oregon State Highway Department

Federal Aid
Project No. I-5-1(53)00

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION b

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to delete the credit for bid bond forfeiture and reduction of slide removal costs.)

Type Code 0010
Roadway (Sta. "LS" 634+00 to Sta. "LS" 814 35.51) (Contract 6386)

Clearing and Grubbing	All	Required		$ 225,000.00
Drainage Excavation, Unclassified	20,700	cu.yd.	$ 2.80	57,960.00
Embankment Foundation Excavation, Unclass.	335,100	cu.yd.	0.75	251,325.00
General Excavation, Unclassified	6,971,000	cu.yd.	0.66	4,600,860.00
Short Overhaul	24,762,000	yd.sta.	0.005	123,810.00
Long Overhaul	576,400	C-yd.sta.	0.30	172,920.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Rounding Cutbanks	26,500	lin.ft.	0.20	5,300.00
Sprinkling	10,000	M-gal.	2.50	25,000.00
Seeding	165	acre	160.00	26,400.00
Mulching	165	acre	200.00	33,000.00
Grass Seed, Creeping Red Fescue	1,650	lb.	1.00	1,650.00
Grass Seed, Chewings Fescue	1,155	lb.	1.00	1,155.00
Grass Seed, Perennial Ryegrass	495	lb.	1.00	495.00
Grass Seed, Newport Bluegrass	825	lb.	1.00	825.00
Grass Seed, Dutch White Clover	825	lb.	1.00	825.00
Inorganic Fertilizer, 10-16-8	660	cwt.	8.00	5,280.00
19-inch Culvert Pipe	960	lin.ft.	4.00	3,840.00
18-inch Culvert Pipe	440	lin.ft.	4.70	2,068.00
24-inch Culvert Pipe	360	lin.ft.	7.00	2,520.00
15-inch Metal Pipe	480	lin.ft.	4.20	2,016.00
18-inch Metal Pipe	530	lin.ft.	4.50	2,385.00
24-inch Metal Pipe	2,390	lin.ft.	10.00	23,900.00
36-inch Metal Pipe	640	Lin.ft.	27.00	17,280.00
48-inch Metal Pipe	350	lin.ft.	31.00	10,850.00
60-inch Metal Pipe	400	lin.ft.	42.00	16,800.00
72-inch Metal Pipe	650	lin.ft.	55.00	35,750.00
24-inch Concrete Pipe	110	lin.ft.	6.00	660.00
Extra for Pipe Under Pavement	60	lin.ft.	20.00	1,200.00
15-inch Culvert End Sections	6	only	30.00	180.00
18-inch Culvert End Sections	8	only	35.00	280.00
24-inch Culvert End Sections	4	only	50.00	200.00
48-inch Culvert End Sections	1	only	210.00	210.00

48-inch Pipe Diaphragms	4 only	$105.00	$ 420.00
6-inch Perf. Metal Drain Pipe, Uncoated	630 lin.ft.	2.25	1,417.50
8-inch Perf. Metal Drain Pipe, Uncoated	15,400 lin.ft.	2.90	44,660.00
12-inch Perf. Metal Drain Pipe, Uncoated	5,300 lin.ft.	3.50	18,550.00
18-inch Perf. Metal Drain Pipe, Uncoated	3,000 lin.ft.	6.50	19,500.00
Special Backfill in Drains	4,800 cu.yd.	7.00	33,600.00
60-inch Structural Plate Pipe, Sta. 742+70	All Required		24,800.00
84-inch Structural Plate Pipe, Sta. 678+77	All Required		47,600.00
Concrete Inlets, Type D	20 only	200.00	4,000.00
Concrete Inlets, Type G2	1 only	250.00	250.00
24-inch Junction Boxes	1 only	300.00	300.00
Class "A" Concrete	100 cu.yd.	72.00	7,200.00
Metal Reinforcement	16,600 lb.	0.20	3,320.00
Type 2 Fence	2,200 rod	9.00	19,800.00
			$5,887,361.50
Flagging (57½% of Contractor's Cost)	All Required		$ 4,000.00
Slide Removal	All Required		6,365.24
AC Lined Ditches	All Required		25,000.00
Signing (Temporary)	All Required		100.00
			$ 35,465.24
Utilities			
Work by Pacific NW Bell Tel. Co.	All Required		$ 14,742.69
	Subtotal		$5,937,569.43
	10% Engr. & Cont.		593,756.57
	Total		$6,531,326.00

Length of Roadway --------- 3,400 Miles
Length of 1 Structure ------ 0.000 Mile (Exception)
Total Length ------------ 3,400 Miles

Cost of Roadway Per Mile- ---- $1,999,801.17

Federal Funds -------------------------- $6,023,100.00*
State Funds ---------------------------- 508,226.00
$6,531,326.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Main.: Chap. 529, Laws 1939.

* Adjusted to proper pro rata.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-5-1(53)00

Estimated cost of work by Pacific Northwest Bell Telephone Co.

Labor	$ 1,847.26
Materials	6,742.41
Equipment	153.02
Contract Work	6,000.00
	$14,742.69

STATE COPY

Monthly transaction number [illegible](5-55)00	Fo R-2A (5- -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number [illegible] **14**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Jackson**
		Project number **I-5-1(53)00**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 27**, 19**64**, is hereby modified as follows:

Revised estimated total cost of project $ **6,799,324.00**

Revised Federal funds $ **6,271,336.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **19** day of **April**, 19**65**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

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(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXBy **A. W. Parsons**
Division Engineer

By: L.R. Backlund
L. R. Backlund, Administrative Manager

USComm-DC 11170

Federal-Aid
Project No. I-5-1(53)00

Oregon State Highway Department

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to delete the credit for bid bond forfeiture.)

Salem, Oregon, April 12, 1965

Type Code 0010
Roadway (Sta. "LS" 634+00 to Sta. "LS" 814+35.51)(Contract 6386)

Clearing and Grubbing	All	Req.		$ 225,000.00
Drainage Excavation, Unclassified	20,700	cu.yd.	$ 2.80	57,960.00
Embankment Foundation Excavation, Unclass.	335,100	cu.yd.	0.75	251,325.00
General Excavation, Unclassified	6,971,000	cu.yd.	0.66	4,600,860.00
Short Overhaul	24,762,000	yd.sta.	0.005	123,810.00
Long Overhaul	576,400	C-yd.sta.	0.30	172,920.00
Finishing Roadbed and Slopes	All	Req.		10,000.00
Rounding Cutbanks	26,500	lin.ft.	0.20	5,300.00
Sprinkling	10,000	M-gal.	2.50	25,000.00
Seeding	165	acre	160.00	26,400.00
Mulching	165	acre	200.00	33,000.00
Grass Seed, Creeping Red Fescue	1,650	lb.	1.00	1,650.00
Grass Seed, Chewings Fescue	1,155	lb.	1.00	1,155.00
Grass Seed, Perennial Ryegrass	495	lb.	1.00	495.00
Grass Seed, Newport Bluegrass	825	lb.	1.00	825.00
Grass Seed, Dutch White Clover	825	lb.	1.00	825.00
Inorganic Fertilizer, 10-16-8	660	cwt.	8.00	5,280.00
15-inch Culvert Pipe	960	lin.ft.	4.00	3,840.00
18-inch Culvert Pipe	440	lin.ft.	4.70	2,068.00
24-inch Culvert Pipe	360	lin.ft.	7.00	2,520.00
15-inch Metal Pipe	480	lin.ft.	4.20	2,016.00
18-inch Metal Pipe	530	lin.ft.	4.50	2,385.00
24-inch Metal Pipe	2,390	lin.ft.	10.00	23,900.00
36-inch Metal Pipe	640	lin.ft.	27.00	17,280.00
48-inch Metal Pipe	350	lin.ft.	31.00	10,850.00
60-inch Metal Pipe	400	lin.ft.	42.00	16,800.00
72-inch Metal Pipe	650	lin.ft.	55.00	35,750.00
24-inch Concrete Pipe	110	lin.ft.	6.00	660.00
Extra for Pipe Under Pavement	60	lin.ft.	20.00	1,200.00
15-inch Culvert End Sections	6	only	30.00	180.00
18-inch Culvert End Sections	8	only	35.00	280.00
24-inch Culvert End Sections	4	only	50.00	200.00

48-inch Culvert End Sections	1 only	$210.00	$ 210.00
48-inch Pipe Diaphragms	4 only	105.00	420.00
6-inch Perf. Metal Drain Pipe, Uncoated	630 lin.ft.	2.25	1,417.50
8-inch Perf. Metal Drain Pipe, Uncoated	15,400 lin.ft.	2.90	44,660.00
12-inch Perf. Metal Drain Pipe, Uncoated	5,300 lin.ft.	3.50	18,550.00
18-inch Perf. Metal Drain Pipe, Uncoated	3,000 lin.ft.	6.50	19,500.00
Special Backfill in Drains	4,800 cu.yd.	7.00	33,600.00
60-inch Structural Plate Pipe, Sta. 742+70	All Req.		24,800.00
84-inch Structural Plate Pipe, Sta. 678+77	All Req.		47,600.00
Concrete Inlets, Type D	20 only	200.00	4,000.00
Concrete Inlets, Type G2	1 only	250.00	250.00
24-inch Junction Boxes	1 only	300.00	300.00
Class "A" Concrete	100 cu.yd.	72.00	7,200.00
Metal Reinforcement	16,600 lb.	0.20	3,320.00
Type 2 Fence	2,200 rod	9.00	19,800.00
			$5,887,361.50
Flagging (57½% of Contractor's Cost)	All Req.		$ 4,000.00
Slide Removal	All Req.		250,000.00
AC Lined Ditches	All Req.		25,000.00
Signing (Temporary)	All Req.		100.00
			$ 279,100.00
Utilities			
Work by Pacific NW Bell Tel. Co.	All Req.		$ 14,742.69
	Subtotal		$6,181,204.19
	10% Engr. & Cont.		618,119.81
	Total		$6,799,324.00

Length of Roadway - - - - - - 3.400 Miles
Length of 1 Structure - - - - 0.000 Mile (Exception)
Total Length- - - - - - - - - 3.400 Miles

Cost of Roadway Per Mile- - - $1,999,801.17

Federal Funds -	$6,271,~~600~~336.00
State Funds -	~~527,724.00~~ 958
	$6,799,324.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-5-1(53)00

Estimated cost of work by Pacific Northwest Bell Telephone Co.

Labor	$ 1,847.26
Materials	6,742.41
Equipment	153.02
Contract Work	6,000.00
	$14,742.69

State

Monthly transaction number I-5-1(53)00 3-89	Form A (5-31- U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 3-23-'64	County Jackson
Project report number 11		Project number I-5-1(53)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 27, 19 64, is hereby modified as follows:

Revised estimated total cost of project	$ 6,555,581.10
Revised Federal funds	$ 6,031,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of March, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stone

Assistant State Highway Engineer

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By
XXX A. W. Parsons Division Engineer

By: L.R. Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. I-5-1(53)00

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in P. S. & E. status.)

Salem, Oregon, March 4, 1964

Type Code 0010
Roadway (Sta. "LS" 634+00 to Sta. "LS" 814+35.51)(Contract 6386)

Clearing and Grubbing	All	Required		$ 225,000.00
Drainage Excavation, Unclass.	20,700	cu.yds.	$ 2.80	57,960.00
Embankment Foundation Excavation, Unclassified	335,100	cu.yds.	0.75	251,325.00
General Excavation, Unclass.	6,971,000	cu.yds.	0.66	4,600,860.00
Short Overhaul	24,762,000	yd.stas.	0.005	123,810.00
Long Overhaul	576.400	C-yd.stas.	0.30	172,920.00
Finishing Roadbed & Slopes	All	Required		10,000.00
Rounding Cutbanks	26,500	lin.ft.	0.20	5,300.00
Sprinkling	10,000	M-gals.	2.50	25,000.00
Seeding	165	acres	160.00	26,400.00
Mulching	165	acres	200.00	33,000.00
Grass Seed, Creeping Red Fescue	1,650	lbs.	1.00	1,650.00
Grass Seed, Chewings Fescue	1,155	lbs.	1.00	1,155.00
Grass Seed, Perennial Ryegrass	495	lbs.	1.00	495.00
Grass Seed, Newport Bluegrass	825	lbs.	1.00	825.00
Grass Seed, Dutch White Clover	825	lbs.	1.00	825.00
Inorganic Fertilizer, 10-16-8	660	cwt.	8.00	5,280.00
15-inch Culvert Pipe	960	lin.ft.	4.00	3,840.00
18-inch Culvert Pipe	440	lin.ft.	4.70	2,068.00
24-inch Culvert Pipe	360	lin.ft.	7.00	2,520.00
15-inch Metal Pipe	480	lin.ft.	4.20	2,016.00
18-inch Metal Pipe	530	lin.ft.	4.50	2,385.00
24-inch Metal Pipe	2,390	lin.ft.	10.00	23,900.00
36-inch Metal Pipe	640	lin.ft.	27.00	17,280.00
48-inch Metal Pipe	350	lin.ft.	31.00	10,850.00
60-inch Metal Pipe	400	lin.ft.	42.00	16,800.00
72-inch Metal Pipe	650	lin.ft.	55.00	35,750.00
24-inch Concrete Pipe	110	lin.ft.	6.00	660.00
Extra for Pipe Under Pavement	60	lin.ft.	20.00	1,200.00
15-inch Culvert End Sections	6	only	30.00	180.00
18-inch Culvert End Sections	8	only	35.00	280.00
24-inch Culvert End Sections	4	only	50.00	200.00
48-inch Culvert End Sections	1	only	210.00	210.00

48-inch Pipe Diaphragms	4	only	$ 105.00	$ 420.00
6-inch Perf. Metal Drain Pipe, Uncoated	630	lin.ft.	2.25	1,417.50
8-inch Perf. Metal Drain Pipe, Uncoated	15,400	lin.ft.	2.90	44,660.00
12-inch Perf. Metal Drain Pipe, Uncoated	5,300	lin.ft.	3.50	18,550.00
18-inch Perf. Metal Drain Pipe, Uncoated	3,000	lin.ft.	6.50	19,500.00
Special Backfill in Drains	4,800	cu.yd.	7.00	33,600.00
60-inch Structural Plate Pipe, Sta. 742+70	All	Required		24,800.00
84-inch Structural Plate Pipe, Sta. 678+77	All	Required		47,600.00
Concrete Inlets, Type D	20	only	200.00	4,000.00
Concrete Inlets, Type G2	1	only	250.00	250.00
24-inch Junction Boxes	1	only	300.00	300.00
Class "A" Concrete	100	cu.yd.	72.00	7,200.00
Metal Reinforcement	16,600	lbs.	0.20	3,320.00
Type 2 Fence	2,200	rods	9.00	19,800.00
				$5,887,361.50

Flagging (57½% of Contractor's Cost)	All Required	$ 4,000.00
Slide Removal	All Required	250,000.00
AC Lined Ditches	All Required	25,000.00
Signing (Temporary)	All Required	100.00
		$ 279,100.00

Utilities:

Work by Pacific N.W. Bell Tel. Co.	All Required	$ 14,742.69
	Subtotal	$6,181,204.19
	10% Engr. & Cont.	618,119.81
	Total	$6,799,324.00
*Less Western Contracting Corp. Bid Bond Guaranty (5% of $4 874,858.00)		-243,742.90 Cr.
	Total	$6,555,581.10

Length of Roadway - - - - - - - - -3.400 miles
Length of 1 structure - - - - - - -0.000 miles (Exception)
Total Length - - - - - - - - -3.400 miles
Cost of Roadway per Mile- - - - -$1,928,112.08

Federal Funds -	$6,031,000.00
State Funds -	524,581.10
	$6,555,581.10

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1959.

State Funds for Maint.: Chap. 529, laws 1959.

*NOTE: The Western Contracting Corp. Bid Bond Guaranty is to be credited to the project as required by BPR letter of concurrence in the award of contract to second low bidder dated January 28, 1964.

In the event of a court decision unfavorable to the State, the credit will be withdrawn and the project will be claimed for full Federal participation.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-5-1(53)00

Estimated cost of work by Pacific Northwest Bell Telephone Company:

Labor	$ 1,847.26
Materials	6,742.41
Equipment	153.02
Contract Work	6,000.00
	$14,742.69

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 1(3/5)+28	FOR -2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE **Oregon**
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY **Jackson**
PROJECT REPORT NO. 10386 8		PROJECT NO. **I-5-1(53)00**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Siskiyou Summit to California Line

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-63	3.400
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,539,364.00	$ 6,016,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Ass't. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. V. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer February 27, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Use of Schedule of Liquidated Damages greater than amount prescribed by PPM 21-7(2) approved.

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(53)00

SISKIYOU SUMMIT-CALIFORNIA STATE LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 11, 1964

Type Code 0010
Roadway (Sta. "L2" 634+00 to Sta. "L2" 814+35.51) Contract [illegible])

Clearing and Grubbing	All Req.		$ [illegible]5,000.00
Drainage Excavation, Unclass.	20,700 cu.yd.	$ 2.80	57,960.00
Embankment Foundation Excav., Unclass.	335,100 cu.yd.	0.[illegible]	51,3[illegible]5.00
General Excavation, Unclass.	[illegible] cu.yd.	0.4[illegible]	4,600,860.00
Short Overhaul	[illegible] yd.sta.	0.005	1[illegible]3,810.00
Long Overhaul	[illegible],400 C-yd.sta.	0.30	172,[illegible].00
Finishing Roadbed and Slopes	All Required		10,000.00
Rounding Cutbanks	26,500 lin.ft.	0.20	5,300.00
Sprinkling	10,000 M-gal.	1.50	15,000.00
Seeding	165 acre	160.00	26,400.00
Mulching	165 acre	200.00	33,000.00
Grass Seed, Creeping Red Fescue	1,650 lb.	1.00	1,650.00
Grass Seed, Chewings Fescue	1,155 lb.	1.00	1,155.00
Grass Seed, Perennial Ryegrass	495 lb.	1.00	495.00
Grass Seed, Newport Bluegrass	825 lb.	1.00	825.00
Grass Seed, Dutch White Clover	825 lb.	1.00	825.00
Inorganic Fertilizer, 10-16-8	[illegible] cwt.	8.[illegible]	5,[illegible]80.00
15-inch Culvert Pipe	960 lin.ft.	4.00	3,840.00
18-inch Culvert Pipe	440 lin.ft.	4.70	2,068.00
24-inch Culvert Pipe	360 lin.ft.	7.00	2,520.00
15-inch Metal Pipe	480 lin.ft.	4.20	2,016.00
18-inch Metal Pipe	530 lin.ft.	4.50	2,385.00
24-inch Metal Pipe	[illegible] lin.ft.	1[illegible].[illegible]0	[illegible]
36-inch Metal Pipe	640 lin.ft.	27.00	17,280.00
48-inch Metal Pipe	350 lin.ft.	31.00	10,850.00
60-inch Metal Pipe	400 lin.ft.	42.00	16,800.00
72-inch Metal Pipe	650 lin.ft.	55.00	35,750.00
24-inch Concrete Pipe	110 lin.ft.	[illegible].00	[illegible].00
Extra for Pipe under Pavement	[illegible] lin.ft.	[illegible].00	1,[illegible].00
15-inch Culvert End Sections	6 only	30.00	180.00
18-inch Culvert End Sections	2 only	35.00	[illegible].00
24-inch Culvert End Sections	4 only	50.00	200.00
48-inch Culvert End Sections	1 only	210.00	210.00
48-inch Pipe Diaphragms	4 only	105.00	420.00
6-inch Perf. Metal Drain Pipe, Uncoated	[illegible] lin.ft.	.75	1,417.50
8-inch Perf. Metal Drain Pipe, Uncoated	15,[illegible] lin.ft.	[illegible]	44,[illegible].00

12-inch Perf. Metal Drain Pipe, Uncoated	5,300 lin.ft.	$ 3.50	$ 18,550.00
18-inch Perf. Metal Drain Pipe, Uncoated	3,000 lin.ft.	6.50	19,500.00
Special Backfill in Drains	4,800 cu.yd.	7.00	33,600.00
60-inch Structural Plate Pipe, Sta. 742+70	All Required		[illegible]4,800.00
84-inch Structural Plate Pipe, Sta. 678+77	All Required		47,600.00
Concrete Inlets, Type D	20 only	200.00	4,000.00
Concrete Inlets, Type G-2	1 only	350.00	350.00
24-inch Junction Boxes	1 only	300.00	300.00
Class "A" Concrete	100 cu.yd.	7[illegible].00	7,[illegible]00.00
Metal Reinforcement	16,[illegible] lb.	0.[illegible]	3,3[illegible].00
Type 2 Fence	[illegible] rod	[illegible].00	1[illegible],8[illegible].00
			$5,887,361.50
Flagging (57 % of Contractor's Cost)	All Required		$ 4,000.00
Slide Removal	All Required		50,000.00
A.C. Lined Ditches	All Required		225,000.00
Signing (Temporary)	All Required		100.00
			$ 279,100.00
	Subtotal		$6,166,461.50
	10% Engr. & Cont.		616,645.50
	Total		$6,783,107.00
*Less Western Contracting Corp. Bid Bond Guaranty (5% of $4,874,858.00)			- 243,742.90 Cr.
	Total		$6,539,364.10

Length of Roadway - - - - - 3.400 Miles
Length of 1 Structure - - - 0.000 Mile (Exception)
Total Length- - - - - - - - 3.400 Miles
Cost of Roadway Per Mile- - $1,923,342.38

Federal Funds -	$6,016,000.00
State Funds -	523,364.10
	$6,539,364.10

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1[illegible];
Chap. 5[illegible]9, Laws 1939.
State Funds for Maint.: Chap. 5[illegible]9, Laws 193[illegible].

Work Retained in PS & E Status

Description	Total Cost	Federal Funds	State Funds
Work by Pacific N.W. Bell Tel. Co.	$27,500.00	$25,000.00	$2,500.00

*Note: The Western Contracting Corp. bid bond guaranty is to be credited to the project as required by BPR letter of concurrence in the award of contract to second low bidder dated Jan. 28, 1964.

In the event of a court decision unfavorable to the State, the credit will be withdrawn and the project will be claimed for full Federal participation.

[illegible]
APR 28 [illegible]

SISKIYOU SUMMIT-CALIFORNIA LINE - CONTRACT NO. 6386

Summary of Contractor's Claims

Item and Amount

Item	Amount	Revised Construction Div. Recommendation
A. Drainage Exc. - overrun 1.74/c.y. on 5,912 c.y.	$ 10,286.88	None
B. Special Backfill - 67.6% overrun .15 per yd.-mi. Loss and 7 mi. extra haul = 1.05/c y. on over-run quantity of 3,245 c y. 15¢ per yd mile	25,746.00	$ 3,407.25 ($3,432.64)(1)
C. Sprinkling - 190% overrun 4 mi. pipeline, 5 Change to pipe line supply pumps. (less salvage) 4 miles line less salvage (5 pumps)	104,545.37	53,396.94 (50,204.51)(2)
D. Clearing and Grubbing - 11 acres — Added Extra clearing area in unstable areas	30,114.00	7,700.00
E. Damage to 84" multi-plate pipe at Bear Creek	11,354.84	None
F. Fence, 17 added brace posts 14 @ 49.16 at 3 parcels of R/W added	1,411.00	688.24
G. Slope Finishing - (Topsoil)	17,574.75	None
H. Liquidated Damages (29 days remaining)	11,760.00	None *
	$212,792.84	$65,192.43 (1) ($62,000) (2)

(1) As approved by BPR
(2) Amount of compromise settlement with contractor

* BPR refused further extension beyond the 12 days they approved earlier.

4-21-67

NOTED
F. B. [illegible]

RECEIVED
APR 21 1967

FOR FILING

I-5-1(53)00

6386

April 20, 1967

Oregon State Highway Commission

Gentlemen:

The Heintz-Kiser Company, joint-venture contractor on the Siskiyou Summit-California Line Section Contract No. 6386, has made claim for additional compensation. This was a grading contract on the Pacific Highway in Jackson County.

The total amount originally claimed was $212,792.84, made up of eight separate items, all arising from the performance of the contract work. These items have been investigated during the progress of the work, including several meetings with the contractor and with representatives of the Federal Highway Administration. There is valid basis for additional compensation on four of the items which involved overruns of the contract quantities accompanied by changes in the character of the work.

Sprinkling water overran the contract quantity 190 percent. When the overrun necessity became apparent, the contractor developed a new source and installed a supply pipeline to provide the amount of water needed and at the rates required.

Special backfill in drains overran 67.6 percent due to the necessity for additional perforated drains to stabilize fill areas and the extra material had to be secured from a more distant source.

Eleven additional acres were cleared in potential slide areas outside normal construction limits.

Fourteen additional brace post installations were required in fencing right-of-way added at three locations and not indicated on plans.

The entire claim can be settled for a lump sum payment of $62,000, with a complete and final release from the contractor. The amounts that we find justifiable as additional compensation for the four individual items justify this total amount. The proposed settlement is therefore recommended.

This is an Interstate project and we have the approval of the Federal Highway Administration for full Federal participation in a $62,000 settlement. Your approval is requested.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

JAB:sg jw

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 5, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(53)00
Siskiyou Summit - California Line Section
Contract No. 6386 - Contract Adjustments

Mr. Edward's letter dated March 27, 1967 requests Federal participation in contract adjustments involving additional payments on five items.

Based on several discussions and meetings involving your officials and our Area Engineer, we are of the understanding that the contractor has submitted a request for additional compensation in the amount of $212,792.84 involving eight items and that your request for Federal participation represents the maximum adjustments, totaling $67,712.43, that can be supported by your records. We assume that these adjustments will be documented in the form of one or more price agreements.

Special Backfill in Drains

This item overran the bid quantities by 68 percent (3,269.18 cubic yards). Project records indicate that agreements had been made by the contractor to purchase this material from a source at Ashland. This source was depleted and it was necessary to purchase the overrun quantities from a source near Medford requiring an additional 7-mile haul. We concur in your analysis that the overrun effected a change in unit cost and is, therefore, eligible for adjustment in accordance with Article 1.9.5 of the Standard Specifications (1954). You propose additional payment in the amount of $0.15 per yard mile for seven miles. Mr. Edward's letter projects this adjustment on the basis of the Semi-Final Estimate Quantities. Information contained in the accompanying folder indicates a final constructed pay quantity of 8,069.18 cubic yards reflecting the previously mentioned overrun and resulting in a total adjustment of $3,432.64. We hereby approve this adjustment for special backfill material.

(more)

[illegible] for Constr. Div.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Sprinkling Water

Project records indicate that the planned quantity (10,000 M. Gals.) was utilized by early July, 1964 at which time the anticipated source located on the project was depleted. In order to continue grading operations it was necessary for the contractor to construct 15,500 lineal feet of 8-inch pipeline incorporating five pumps to provide an adequate supply of water. An additional 10,936 M. Gals. were used from this system during the remainder of the 1964 construction season. An additional 8,104 M. Gals. were required to complete the project the following season.

Your proposal for adjustment of this item includes the contractor's actual cost of purchase, installation and pump rental less salvage value on materials with no allowance for profit. The folder accompanying Mr. Edward's letter contains force account billings in support of the adjustments as qualified by your Chief Cost Analyst. On this basis the additional cost of securing the necessary water is $53,395.94. Since an overrun of this magnitude could not have been anticipated, we concur in your analysis that the overrun effected a change in character of the work and is, therefore, eligible for adjustment in accordance with Article 1.9.5 of the Standard Specifications. Adjustment in the proposed amount is hereby approved with respect to Federal participation.

Clearing and Grubbing

Since the lump sum bid for this item was identical to the original Engineer's Estimate, we concur in utilization of the same breakdown between areas of "Clearing and Grubbing" and "Clearing Only".

Your support data, therefore, indicates $700.00 per acre for the 11 acres of extra "Clearing Only" required resulting in an adjustment of $7,700.00.

We concur in and hereby approve this adjustment with respect to Federal participation.

Added Fence Brace Posts

Support data for this item indicates that the additional brace posts were ordered by the inspector to obtain a satisfactory installation and also due to purchase of additional right of way at three locations. Additional compensation in the amount of $688.24 is hereby approved, with respect to Federal participation, as supported by your Chief Cost Analyst.

[illegible]

(more)

Additional Time Extension

Your previous recommendation for an extension of time, under Mr. Klaboe's letter dated March 1, 1966 was supposedly based on the most accurate interpretation of project records and recollection of project circumstances available at that time. Our concurrence in the extension as of March 21, 1966 was made on that basis.

It is our feeling that "further discussion" at this late date should not be allowed to modify a previous recommendation based on project records and a more timely recollection of circumstances unless additional documentation or records can be presented in support of a new viewpoint.

This office does not concur in your recommended 6-day additional time extension and it is not approved with respect to Federal participation.

It is noted that the final report has been executed on this project indicating our acceptance; however, paragraph 8, page 2, of that report indicates receipt of the subject claim and investigation thereof, and infers that further action is pending.

Mr. Edwards letter requests assurance of acceptability of the proposed adjustments with respect to Federal participation. This reply indicates our approval or nonapproval of each individual item as presented.

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OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 27 1967

FORM E-30X—30M—7-66

FOR FILING

[illegible]

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1967

SUBJECT: Siskiyou Summit-California Line Section
Contract No. 6386
Contract Claims

To: MEMO TO THE FILES

A meeting was held in the Construction Engineer's office March 14, 1967 with the following people present:

Bob Heintz, Contractor
Jack Budd, Contractor
F.B. Klaboe
L.R. Chandler
Jack McCormick
M. Juve
J. Bond
C.T. Christianson, BPR

Purpose of the meeting was to discuss further the several contract items for which the contractor seeks additional compensation, and the remaining liquidated damages for late completion. After enumerating the items in contention (which are set forth in more detail in Construction Division file) the amounts suggested by the State for adjustments on four items, subject to further approval by Highway administration and BPR, were stated as follows:

Special backfill	-	$3,407.25
Sprinkling	-	39,762.92
Clearing	-	7,700.00
Fence	-	688.24
Total	-	$51,558.41

NOTED
F B KLABOE

Individual items were then discussed as follows:

Special Backfill in Drains

Contractor still contends that unplanned perforated pipe installations in predominately rock areas required more backfill due to overbreak of the trenches from blasting. Contractor stated that he should have the 15¢ per yard mile haul adjustment on the lost material also. This to be in addition to the adjustment on the actual paid quantity. State would not agree to this.

Liquidated Damages

Mr. Budd restated the substance of their previous arguments on this point and did emphasize a factor in relation to the embankment foundation excavation overrun. The analysis we have used previously in assigning a time value to this was described to the effect that since it occupied only 1/3 or less of the available grading equipment, only 1/3 of the time this equipment was working on the excavation overrun was allowed for extension. This was 3 days. The contractor emphasized that the remaining grading equipment was working predominately on the southerly end of the project, whereas the embankment excavation overrun and the remaining penalty is on the northerly end of the project, or the early unit.

The previous argument that the change from anticipated shrinkage and swell between north and south and the 60,000 yards or so of material involved was valid reason to extend the time. The fact that there was actually 2.8% underrun in general excavation, a 9.3% underrun in short overhaul, and a 37.3% underrun in long overhaul was brought to the contractor's attention, but he remained positive in his argument that additional time extension was justified. The contractor was promised that we would again review the time extension phase of the project.

The discussion closed with a statement by Mr. Heintz that the entire matter could be settled for a lump sum of $62,000, divided up any way the State wanted.

John A. Bond

John A. Bond
Staff Assistant

JAB:sg
Attachment

cc: F.B. Klaboe

RECEIVE
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OFFICE OF
STATE HIGHWAY EN

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JAN 16 1967

FOR FILING
FORM E-30 50M 10-65

[illegible]

6386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1967

To: MEMO TO THE FILES

SUBJECT: Siskiyou Summit-California Line
Contract No. 6386
Sprinkling Item Adjustment

Mr. Kayser of our Cost Analysis Section has secured some additional cost data at the Portland office of the Heintz Company showing the contractor's actual costs on this item. The information readily available was in monthly summary form broken down into labor, materials, fuel, and equipment components. These costs total to some $138,000+, compared to $177,000+ set forth by the contractor as a lump sum total in his March 4, 1966 letter.

I discussed this matter further with Mr. Juve and Mr. Kayser, and it was agreed that we should seek some further detailed breakdown of these monthly figures, at least for the materials and labor, in a force account form. Apparently, some of this material would be available only from the Kizer Company office located in California.

We believe documentation of this nature should be secured to substantiate any adjustments or additional compensation we may ultimately negotiate with the contractor as a settlement. Mr. Kayser will contact the contractor again to secure this.

John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe

NOTED
F. B. KLABOE

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JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 16 1967

FORM E-30 50M 10-65

FOR FILING
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6386

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1967

SUBJECT: Siskiyou Summit-California Line
Contract No. 6386
Claim Adjustments

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

NOTED
F B KLABOE

Mr. Brooks, Mr. Dec, and Area Engineer Christianson from the Bureau of Public Roads met with Mr. Morgan and myself January 4 in response to your December 21 letter to BPR, which requested a discussion of Federal participation in four items on which we have recommended additional compensation to the contractor.

The Bureau of Public Roads recognized there was a valid basis to make adjustments and could participate in such adjustments if we would adequately document them. This documentation would be primarily of a cost nature, and we believe this can be done. The Cost Analyst is contacting the contractor and will try to compile more detailed data to substantiate our recommendation on the sprinkling water item particularly.

If you concur, the next step would then seem to be to approach the contractor. I would recommend we submit price agreements to the contractor for signature covering the four items, which would include a statement to the effect that they were final settlement of all claims on these individual items. I doubt that we could secure a complete release from all claims. The procedure to follow should probably be discussed further with Legal first. (I have done so briefly with Mr. Johansen.)

The big obstacle to getting the contractor's approval will still be the liquidated damages. We find no basis on which to recommend further time extension to the Bureau of Public Roads. The specifications deleted all reasons for extension except "strikes", and BPR has already concurred in a 12-day extension, applied to both units.

If a complete release of all further claims could be secured by some compromise time extension, in addition to the four work items referred to above, I would recommend it on a non-participating basis. This is a unique situation where we entered into a contract 45 days after the bid opening, which under normal circumstances would extend time 25 days. Twenty-nine (29) penalty days ($11,760) remain, all on the early unit on which an additional 15 days were allowed at the time of award; so there is some basis to justify another 10 days.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 - 1967

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 28, 1966

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Acting Division Engineer

1220

SUBJECT: Oregon Project I-5-1(53)00
Siskiyou Summit - California Line Section
Claim Adjustment - Contract No. 6386

Mr. Klaboe's letter dated December 21, 1966, requests our consideration, with respect to Federal participation, in the four items outlined therein. These items represent a portion of the informal claim submitted by the contractor as summarized in his letter dated March 4, 1966.

Based on the information available to us at this time it appears that the items mentioned in Mr. Klaboe's letter are eligible for Federal participation subject to adequate cost justification.

Your proposed meeting on January 4, 1967, is favorable to us and our Area Engineer has scheduled the date for that purpose. Please confirm time and place by telephone.

NOTED
F.B. KLABOE

10AM 4 Jan
Morgan's Office } Confirmed
FBK.

12-30-66
REFERRED TO
Morgan - Young
By A State Hwy.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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[illegible]

December 21, 1966

1226

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Claim Adjustments, Siskiyou
Summit-California Line
Contract No. 6386
Project No. I-5-1(53)00

Dear Sir:

The contractor on the subject project has made a claim for additional compensation for several items on this contract. Attached is a copy of his letter dated March 4, 1966, summarizing the claim. As yet, this is not a formal legal claim—our negotiations so far have been only with the contractor. Your Area Engineer has been kept advised. There are eight separate parts; and from our study to date, we conclude that there is basis to make additional compensation to the contractor on four of these items, which are discussed separately below. Our present outlook is to resist payment on the four other items requested by the contractor.

B. Special Backfill in Drains

There was a 67.6 percent overrun (3,245 cubic yards) in the paid quantity on this item. The contractor seeks reimbursement for both additional yards and also additional money per yard for the quantity paid. We believe our pay quantity is correct but find that the overrun quantity was hauled seven additional miles because the contractor's original source became exhausted. We believe the extra hauling cost is eligible for adjustment in accordance with Section 1.9.5 of the specifications. The drain material was needed at unplanned perforated pipe installations.

C. Sprinkling

This item overran 190 percent (19,040 M-gallons). The contract quantity was used by early July of 1964 when the grading was in a comparatively early stage. The bid quantity of water was hauled to the project by tank trucks from two sources. The contractor then developed a supply pipeline from an alternate source which became operational in August, 1964. The high rate of usage relates to a change in the character of the work. Section 1.9.5 also applies to this item.

D. Clearing and Grubbing

The contractor claims he cleared 63 acres more than would normally have been required. We find that approximately 11 acres of extra wide clearing was included in the original staking in expected slide areas. We believe this is eligible for additional compensation in that if we had waited until slides occurred and the actual need for the additional area arose, additional compensation would have been made then as a part of slide correction work.

F. Added Fence Brace Posts

The contractor has claimed that 17 extra brace post installations were made beyond what was indicated by plans and specifications. We find that 14 such additions were made, arising from the purchase of additional right-of-way in three locations or were specifically requested by our engineer to make a better installation.

Several of these matters were discussed in the field or were the subject of letter exchanges with the contractor during the life of the project but we were unable to get them completely resolved. We seek assurance from the Bureau of Public Roads that these items are eligible for Federal Interstate participation before proceeding with any further negotiations with the contractor. In order that we may obtain your tentative advice on the individual items involved, we would appreciate having a conference with your Area and District Engineers on January 4, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

Attachment

JAB:sg srb

FORM E-50 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 20, 1966

SUBJECT: Siskiyou Summit-California State Line
Contract No. 6386
Assignment No. FBK 1220

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

In response to your December 8 letter, we again discussed this claim and our recommendations with the Bureau of Public Roads area engineer and coordinator. They seem to be sympathetic to our proposals, but have to proceed very deliberately on a matter of this kind and have suggested a letter request and conference to follow. The attached rough draft letter to the BPR is for this purpose. This attempts to get their approval in principal on settling the four parts of the claim without tying ourselves down to specific amounts. (This draft has been discussed with the BPR, and the January 4 meeting date is their suggestion since they have several people on leave over the holidays.)

Some adjustment could evolve from further discussions with the contractor. It is entirely possible that we could reach a position where settlement could be secured, with some part of it non-participating. The liquidated damages item could fall in this category. The circumstances surrounding the time problem at the time the contract was awarded might justify our forgiving some liquidated damages, even on a non-participating basis, if it would settle the claim.

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:sg
Attachment

RECEIVED
DEC 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1966

SUBJECT:

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

The Heintz-Kiser Co. has made several claims for additional compensation on this contract. We have collected available data into the attached folder, on the first page of which is a summary of the 7 items and our recommendations. These are discussed in my June 23 memo. The 4 items on which we recommend some additional compensation, and the time problem, are discussed further as follows:

B. Special Backfill in Drains

We believe the acknowledged quantity overrun was accompanied by a change in unit cost of the item and is therefore eligible for adjustment in accordance with 1.9.5. We are recommending 15 cents per yard mile for the 7 miles additional haul required for the overrun quantity of 3,245 cu.yds. but nothing extra for the alledged more difficult placement locations.

C. Sprinkling

This is also a case of an increase in quantity accompanied by a change in unit cost. The contract quantity of water was used up by early July, 1964. On August 6 a pipe line from an alternate source (Cottonwood Creek) became operational. Prior to that, water had all been hauled from Bear Creek on the project or from Hilt, California, but the Bear Creek supply became inadequate. Our recommended adjustment is based on estimated truck haul costs rather than the pipe line method. A much more detailed analysis of the pipe line cost, including actual cost of installation, salvage or depreciation, and operation would be required if we attempted to make adjustment on basis of actual cost. Our proposal is just what we would have used during the construction to justify a unit price agreement adjustment then, and amounts to $29,131 for the actual overrun quantity. We believe this method is conservative and derives a lower amount than actual pipe line costs would. We believe the special provision about variation of quantity was not intended to cover the overrun that developed here.

FORM E-30 50M 10-65 SP*23401-734

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D. Clearing and Grubbing

The contractor states that his bid was based on 164 acres and that 63 acres were added. We believe some confusion has arisen on this item through failure to distinguish between clearing acreage only and clearing and grubbing acreage.

The engineer's estimate of this item was 160 acres clearing and grubbing plus 55 acres clearing only, equals 215 acres total. Total actual combined acreage was 277.73 acres (we have no breakdown). We admit to 11 acres staked deliberately wide in anticipated unstable areas. We believe this is eligible for additional compensation in that if we had waited until the actual need for additional area arose, the clearing then would have been compensated extra as it usually is on slide work.

The contractor's response to our request for cost clarification is inadequate but using one version of his claim figures we arrive at $626.52 per acre for this item, or a total of $6,891.72 for the 11 acres.

We believe the rest of the so-called extra acreage was required under the original lump sum bid item. (Sec. 2.1.3 of specs.)

F. Added Fence Brace Posts

Contractor claims 17 extra brace installations at $83 each. We recognize 14 extra that were required to fence additional right of way or were specifically requested as additions, but believe the price claimed is out of line. Our Cost Analyst has derived a figure of $49.16 each which equals $688.24 total for 14.

H. Time Liquidated Damages

The contractor has, over a period of time and in different letters, requested more time for: seeding and mulching overrun, embankment foundation excavation overrun (3 days have already been granted), 84" multi-plate pipe damage, sprinkling water overrun, perf. pipe overrun (6 days have already been granted) and excavation haul changes. These were considered in deriving the 12 day extension granted last April. The latest letter from the contractor (after our claim meeting) stresses 1) the delay from shortage of sprinkling water, 2) haul bracket changes and 3) foundation excavation.

1. The job diaries and inspector's reports have been reviewed for the July-August, 1964 period when the water quantity started to overrun. These reports do not bear out any delay from this cause. A summary tabulation is in the folder. Actually for a majority of the dates through this period more water equipment operated on the night shift than on the day shift so we cannot confirm that night shift grading was curtailed for lack of water.

2. There are two unresolved arguments about the haul pattern. The contractor is correct in his statement that he was not allowed to waste some 60,000 yds. of rock material from cut south of Bear Creek in 1964. But he was not prevented from putting it in the Bear Creek fill then where it ultimately was placed the next year. This then leads to the second item wherein the contractor says in effect, the working area on the Bear Creek fill limited the amount of hauling equipment that could be effectively used in 1965. We do not agree with this. The Division Engineer contends that hauling from both directions to Bear Creek would have been more efficient. This fill is about 2,000 feet long at grade so it is reasonable to question the contractors statement.

3. Three days have already been allowed for the 48,500 cu.yd. embankment foundation excavation overrun on the basis that it used up to 1/3 of the grading equipment for 9 days. We cannot agree with the contractor's derivation of the time from this cause. His method does not take into account the concurrent work being done by the other 2/3 of the equipment.

We therefore cannot justify further time extension though we are well aware of the contractor's attitude on this point.

Mr. Heintz has been emphatic in stating his dissatisfaction with the liquidated changes. I doubt that he will concur in any compromise that does not forgive all penalty.

We cannot negotiate constructively any further until we have some indication what will be approved by higher authority. We have not yet formally contacted the Bureau of Public Roads, but the Area Engineer has been kept advised.

Incidentally, we have located some additional information concerning Bureau of Public Roads' participation in claim payments. Their circular memorandum of 7-20-64 reviews this subject. From it we learn that a State Court award does not necessarily become eligible for Federal participation. Federal participation in any settlement must still be grounded in contract provisions and the actual costs incurred.

As it stands now, the contractor looks to us for some response. He was advised by phone this week that we were preparing our recommendations. Up to now, our contact, both written and verbal, has been with the contractor only, and has not directly involved a legal counsel on his part.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

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NOV 1 1966
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STATE HIGHWAY ENGINEER

JAB:rw

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. BOX 25
ASHLAND, OREGON 97520

March 4, 1966

Oregon State Highway Department
Office of the Resident Engineer
1685 Highway 66
Ashland, Oregon

Re: Siskiyou Summit-Calif. Line
Claim
OSHD Cont. No. 6386

Attention: J. C. McCormick
Resident Engineer

Gentlemen:

① The Contractor has formally requested additional monies and extension of contract time for the above captioned project, and individual items in this request have been discussed, first at a meeting held at Roseburg, Oregon on Jan. 4, 1966 and at a second meeting held at Ashland, Oregon on Jan. 12, 1966.

② We have filed timely letters of notification and request for specific items as follows:

③ Letter Dated:	March 4, 1965 ✓	Seeding and Mulching	Open
	June 4, 1965	Overall Extension	"
	x June 15, 1965	Sprinkling	"
	June 30, 1965	Overall Extension	"
	July 1, 1965	North-end Extension	"
	July 6, 1965 ✓	Excess Materials in Excavation	"
	July 6, 1965 ✓	Fencing	"
	x Aug. 19, 1965	Over-run in Pipe and Backfill Materials	25 Days
	x Aug. 19, 1965	Slide Correction	14 Days
	x Aug. 19, 1965	Over-run - Clearing	25 Days
	Jan. 10, 1966	Overall Extension	Open

④ In addition to the time requested, claims involving additional monies were discussed at the referenced meetings. At this time the Contractor was advised that he should submit letters to substantiate these claims and include any requests for additional time that he might have.

We therefore submit the following:

(5) In a normal job, excavation is usually the controlling factor for completion. However, on this project, embankment areas, particularly at the North-end, were limited and production had to be based on the amount of material that could be satisfactorily placed, watered and compacted in embankment.

(6) Due to the weather and ground conditions, this job had to be started at the South-end. There is a difference of 1600' in elevation between the two ends of the project. The North-end lies in the snow area whereas the South-end was open enough that the snow did not cause any considerable delay. The Contractor planned on early completion of the South-end of the project.

To properly understand the delays encountered, primarily brought about by changes from the original design, onehas to review the original plans and keep in mind the contract completion dates:

North-end (Station 634+00 to 698+25) to complete July 15, 1965

South-end (Station 698+25 to 814+35) to complete Aug. 31, 1965

(7) One of the changes that delayed completion of the job was the difference in the class of materials, particularly on the South-end of the project. The original plans showed 3,646,668 Cubic Yards in Excavation and 4,084,853 Cubic Yards in Embankment at the North-end, a swell in materials of 12%, and the South-end showed 2,740,345 Cubic Yards of Excavation and 2,552,899 Cubic Yards of Embankment, or a shrinkage factor of 6.8%, designating primarily a common material. This did not hold true. The quantity of rock encountered was in excess of the Highway Depart-

ment designed plans. Instead of the South-end shrinking, the materials actually swelled. This upset the Contractor's plan of equipment to be used, and consequently delayed completion of both the North-and the South-end.

② This was the major reason that the State was able to show a saving on the haul items in the amount of $76,027.22.

The plans show the material moving from north to south but, with the increased quantity of rock encountered, this did not hold true. The embankment areas were completed and the Contractor was left with an excess of solid rock materials in excavation at the South-end. The Contractor requested that these excess materials on the South-end be wasted but the material was rock, and the state declined to waste this material. Later, the State directed the Contractor to haul this material to the North-end, at which time the only fill available was the Bear Creek Fill. During this time embankment area was the controling factor for all excavation. Due to the limited area in the Bear Creek Fill, excavation at the North-end had to be curtailed while this material was hauled. Hauling materials from the South- to the North-end delayed finishing the roadbed since the South-end had to be used as a haul road. In addition to this, the cuts on the South-end developed water after the excavation had been removed. The Contractor was then requested to install perforated pipe at the bottom of these cuts. This created additional delays which will be more fully discussed in the next section of this letter.

The above changes, brought about by fact as the job progressed, and as they occured, were entirely beyond the control of the Contractor and not covered by the original design or plans.

⑨ Materials hauled from the South- to the North-end increased the problems of completion as the North-end already had an excess of materials in excavation. The Contractor requested permission to waste these materials but no directive was issued until after the contract time had almost elapsed, and then he was directed to use part of these materials as slope protection for a pipe berm and the balance to waste. This was called to the State's attention. The actual wasting and finishing of these areas was done during the period that liquidated damages were being assessed against the Contractor by the State. These same areas required the installation of perforated pipe not shown on the plans. Time is requested for the above change in design in the amount of 32 Days

⑩

Over-run in Drainage Excavation (Bid Item No. 2), Perforated Pipe (Bid Items No. 35, 36, 37 and 38) and Special Backfill for Drains (Bid Item No. 39).

A. Drainage Excavation

Plan Quantities amounted to	18,817 Cubic Yards
Bid Quantities amounted to	20,700 Cubic Yards
Semi-final Estimate pays	24,729 Cubic Yards

Drainage Excavation over-ran the Plan quantities by 5,912 Cubic Yards.

This over-run is reflected by the over-run in perforated pipe. In the original bidding of this work, in order to come up with a price for this item, three types of excavation had to be considered:

Open Drainage Ditch Excavation -
6,330 Cubic Yards @ 0.68/C.Y. $ 4,304.40
Drainage Excavation for Perforated

covered by the original design or plans.

(9) Materials hauled from the South- to the North-end increased the problems of completion as the North-end already had an excess of materials in excavation. The Contractor requested permission to waste these materials but no directive was issued until after the contract time had almost elapsed, and then he was directed to use part of those materials as slope protection for a pipe berm and the balance to waste. This was called to the State's attention. The actual wasting and finishing of these areas was done during the period that liquidated damages were being assessed against the Contractor by the State. These same areas required the installation of perforated pipe not shown on the plans. Time is requested for the above change in design in the amount of

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Open Drainage Ditch Excavation -

6,330 Cubic Yards @ 0.68/C.Y. $ 4,304.40

Drainage Excavation for Perforated

Pipe and Misc. Concrete	26,403.30
6,858 Cubic Yards @ 3.85/C.Y.	
Excavation for Culvert Pipe	
6,436 Cubic Yards @ 2.46/C.Y.	15,833.56
19,624 Pay-Yards @ 2.37/C.Y. (Average)	$ 46,541.26

19,624 Pay-Yards @ 2.37/C.Y.

18% - Administrative
Ovhd. & Profit = 0.43/C.Y.

Bid Price - $ 2.80 per Cubic Yard

Based on the above, $3.85/C.Y. plus 18% would be $4.54/C.Y. or a difference of $1.74/C.Y..

The original drainage excavation was primarily in embankment areas where the material was mostly common, whereas the over-run in perforated pipe was consistantly in the excavation areas where drainage excavation was primarily in rock. This directed alteration in details of construction resulted in additional costs in the sum of

$ 10,286.88

⑪

B. Special Backfill

Plan Quantities amounted to	4,350 Cubic Yards
Bid Quantities amounted to	4,800 Cubic Yards
Semi-final Estimate pays	8,045.5 Cubic Yards

The Contractor was required to haul to the job, 11,481 Cubic Yards of this material. This resulted in a loss of 3,436 Cubic Yards or 43%. The Contractor feels that this is an exorbitant loss. The facts are that the over-run in sand was primarily encountered in the areas where rock was found in excavation. The over-run in pipe installed occured in the rock areas. This condition was not shown on the plans. Construction-wise there was no alternative but to fill the trench entirely with sand. There was no suitable backfill in excavation that could be used to accomplish a finished product.

Originally sand was to be hauled from a plant near Ashland, Oregon. The demand was beyond this plant's capacity and the Contractor had to haul 54% of this material from a plant south of Medford, an extra seven miles. 20% is the normal allowance for over-run in handling this type of material.

The Contractor therefore requests payment as follows:

80% of 3,435 C.Y. Over-run or 2,748 C.Y. @ 7.00/C.Y.	$ 19,236.00
54% of 11,481 C.Y. Additional Haul or 6,200 C.Y. @ 1.05/C.Y.	6,510.00
	$ 25,746.00

(13.)

C. Over-run in Perforated Pipe

With reference to drainage excavation, special backfill and the over-run in perforated pipe quantities, in view of the fact that the over-run is consistant in excavation areas not shown on the plans (the plan quantities of the original plans show the majority of perforated pipe going into embankment areas), the above three items should be treated as an alteration in the detail of construction. Additional monies are due for the special backfill materials and drainage excavation, and a time allowance for the over-run in pipe quantities. A portion of these changes was directed and performed during the time that liquidated damages were being assessed by the State.

Bid Item No. 9 - Sprinkling

Bid Quantity amounted to	10,000 M Gallons
Semi-final Estimate pays	29,040.39 M Gallons

The above item has been discussed several times. Available on the job was sufficient water to supply the rate of designed usage, approximately 1½ Gallon per Cubic Yard of Excavation. But, there was not sufficient water to supply the demand as required during actual construction. Consequently, the Contractor had to locate water, negotiate with private owners for this water, and install approximately15,500 lineal feet of 8" line requiring 5 Pumps. The location, negotiations and installation required 42 Days. During this period the Contractor's earthwork was curtailed due to lack of water.

Actual Production Loss:	11 Days

The item of Sprinkling over-ran 19,040.38 M Gallons or approximately 200% of the original bid item. This item should be treated as a change in it's entirety.

The Contractor's field cost amounted to $5.17/M Gallon. To this should be added 18% (Administrative Overhead and Profit) which is a total of $6.10/M Gallon, actual monies due the Contractor on the entire item, or

a total income of:	$ 177,146.32
Less: Pay thru Semi-final Estimate	72,600.95
Due:	$ 104,545.37

Included in those costs is the cost of the system as follows:

Costs to secure additional water:	$ 11,771.28
Labor and Equipment to install system:	8,040.78
Rental and labor to maintain & operate:	10,798.00
Cost of Pipe - 33% Usage:	9,127.80
	$ [illegible]

15

Bid Item No. 1 - Clearing and Grubbing

Items Clearing and Grubbing are clearly outlined in both the Standard Specifications and the Special Provisions. On the Cross-Section sheets the quantities shown by the State to the Contractor prior to the bid amounted to 150 Acres, which included Fencelines, at a price of $478.00 per Acre. The Contractor based his bid on 164 Acres, which did not include~~d~~ Fencelines, at a price of $478.00 per Acre. On the South-end of the job the Contractor was directed by stakes and flags to clear from Right-of-Way to Right-of-Way. This increased the area to be cleared by approximately 63 Acres.

The Contractor therefore requests additional monies for Clearing and Grubbing in the amount of: $ 30,114.00

16 Bid Item No. 41 - 84" Multi-Plate Pipe

This structure was damaged during the Winter Flood of 1964-65 due to inadequate design. The Contractor requests reimbursement for the costs to repair. $ 11,354.84

This structure controlled the Bear Creek Fill. Extra plate had to be ordered. After reciept of materials, it took six weeks to remove damaged portions and complete repairs. During this period the Contractor's production was seriously curtailed.

We request additional time in the amount of: 12 Days

17

Bid Item No. 47 - Fence

By directed alterations in details of construction with regard to alignment of Fence, an additional 17 Brace Posts were placed at a cost of $83.00 each. $ 1,411.00

Bid Item No. 3 - Embankment Foundation Excavation

18

Plan Quantities amounted to	304,666 Cubic Yards
Bid Quantities amounted to	335,100 Cubic Yards
Semi-final Estimate pays	383,601 Cubic Yards

This item shows an increase over plan quantities of 78,935 Cubic Yards, an increase over bid quantities of 48,501 Cubic Yards. Our average daily production for this item was 4,256 Cubic Yards.

This material had to be moved prior to starting the Embankment. The Contractor feels that a minimum of time allowance should be made for this item in the amount of: 11 Days

(19) Finishing

Prior to the Seeding operation and due to the nature of the materials, it was necessary for the Contractor to make topsoil by removing the large rocks and scarifying the area to be planted. This amounted to approximately 7,811 Cubic Yards. It would have been far more economical for the Contractor to place a like amount of topsoil in lieu of the work that he was required to perform. Normal price for Topsoil in this area is $2.25 per Cubic Yard. The Contractor feels that he is justified in asking that he be reimbursed as follows:

7,822 Cubic Yards - Topsoil @ $.2.25/C.Y.	$ 17,574.75

(20) Seeding and Mulching

Plan quantities amounted to	149 Acres
Bid Quantities amounted to	165 Acres
Semi-final Estimate pays	195 Acres

This item shows an increase over Plan quantities of 46 Acres, and an increase over Bid quantities of 30 Acres.

The final clean-up of the job was completed during the period that liquidated damages were being assessed. The seeding and mulching was in process. Inappropriately, the job was not accepted until this work was completed. The Contractor feels that the over-run in this item constitutes a minimum delay of 8 Days

Liquidated damages should not have been assessed. We have indicated areas where definite time extensions are in order. In addition, substantial completion of the contract had been effected at the contract completion date. Liquidated damages should not have been imposed after date of substantial completion.

TOTAL MONIES CLAIMED: $ 201,032.84

TOTAL DAYS REQUESTED: 74 Work Days

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.
A Joint Venture

By: J. S. Budd
General Superintendent
R. A. HEINTZ CONSTRUCTION CO.
A Partner in the Joint Venture

JSB:gb
cc: Addressee-3
Redding
N. Kebin
Engineering
File

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November 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-1(53)[illegible]

Dear Sir:

Your February 15, 1966, endorsement noted that contract work on Contract No. 6386, Siskiyou Summit-California Line Section in Jackson County, Federal-Aid Project No. I-5-1(53)[illegible], was satisfactory. The State Highway Commission authorized acceptance of the contract as of March 2, 1966.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order (including the establishment period) by State Forces, or others, was completed 5-11-66.

Contractor's wage certification is dated 2-23-66.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

JK:ak

cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

[illegible]
6376

NOTE
F.B. KLABUE

Salem, Oregon
June 23, 1966

SUBJECT: Claims
Siskiyou Summit-Calif. Line
Contract 6386-Heintz-Kizer

To: MEMO TO THE FILES

A meeting was held in the Construction Engineer's office June 16 with the following people present:

Representing the contractor -- R. A. Heintz, Ray Kizer, J. S. Budd and Scott Bufton. Representing OSHD -- F. D. Morgan, L. R. Chandler, Jack McCormick, M. N. Juve, Frank McKinney and J. Bond. The purpose of the meeting was to discuss the various items set forth in the contractor's March 4, 1966 letter concerning requests for additional compensation on certain items and extension of the contract time. These were discussed in the same order as they appear in the letter.

DRAINAGE EXCAVATION

There was a 23% overrun in this item. The contractor claims the overrun was in the most expensive type of drainage excavation. He attempts to justify this by a breakdown of the plan quantity into three sub-types of which that for perf. pipe and miscellaneous concrete was most expensive and open ditch the least expensive. Resident Engineer McCormick analyzed this in an April 4 letter which includes the breakdown of the actual construction quantity into the same three sub-types and shows that the cheaper open ditch type overran to a greater extent than the others. We argued that the effect of the greater profitability in this portion should offset the alledged loss in the more expensive portion. This item was not resolved.

SPECIAL BACKFILL

This item overran 67.6%. Contractor says he was losing money on the entire quantity and that we do not have the right to extend a loss item without more pay. Section 1.9.5 of the specs. was discussed under which we contend that the character of the work must be changed by the overrun before extra pay is due. The overrun quantity is 3,245 yards and the contractor did have to haul most of this some 7 miles further because his original source was exhausted. We acknowledged that this extra hauling cost would be a change in character and would recommend compensation. The contractor seeks more than this on the basis that he incurred additional wastage of the drain rock due to the nature of the ground and locations where perf. pipes were added. (The Resident Engineer kept a very good picture record of this project and several pictures show the gross waste of special backfill due to the manner in which the contractor handled it.) This item was not resolved.

SPRINKLING

This item overran 190%. The attached tabulation shows that the contract quantity was used by early July of 1964. The contractor started and used the bid quantity by pumping directly into his sprinkling trucks at the sources. Most of the overrun quantity was secured by a 4 mile pipe line which the contractor constructed for just this purpose. The date that this long pipeline went into use is to be determined. Contractor cited problems that would have been involved in trucking water from California at the heavy rates that it was needed. He stated that the water useage in early summer was running 12 gallons per cubic yard and that the pipeline was designed for 272 gallons per minute. Our Cost Analyst has derived a justifiable extra cost for this item of approximately $30,000. We are to refine our figures. We acknowledge that something in that vicinity is due.

CLEARING AND GRUBBING

Contractor claims he cleared 63 acres more than what would normally have been required. This work was done by a subcontractor. The Resident Engineer acknowledges that approximately 11 acres in expected slide areas was included in the original staking and was cleared. The contractor is to submit new cost figures taking into account the exclusion of move in charges which he stated was in the amount of $32,000. The Resident Engineer is to submit details on the location of the 11 acres. Some additional compensation is recommended.

DAMAGED 84" MULTI-PLATE PIPE

The contractor is claiming $11,354.84 which he states was the actual amount paid to Collins Pipe Company for replacement materials and reinstallation work done by Collins after a section of the pipe floated out in December, 1964. He stated several thousand dollars additional direct cost with his own forces are not included. He argued at some length that the camber that was staked into the flow line caused delay in the original pipe installation because it caused the pipe to twist. He further claims that the pipe would have been too small to handle the December 1964 flood runoff anyway. This occurrence has been the subject of several letters which are in our files. So far the responsibility has been placed on the contractor for failing to get the pipe adequately backfilled and protected prior to the flood. This item was not resolved.

FENCING

Contractor claims 17 additional brace posts not indicated on the plans were required due to revisions in fence alignment. The Resident Engineer acknowledges there were 14 added. Some extra payment is due here but the contractor's price of $83 apiece may be too high to justify.

FINISHING SLOPES

The contractor seeks additional payment for fill slope finishing which he claims amounted to a top soil operation. The Resident Engineer reports that it was the contractor's choice to add soil materials to straighten up the fill slopes. Additional payment declined.

LIQUIDATED DAMAGES

A 12 day time extension has been granted applicable to both units of this project but 29 days penalty amounting to $11,760 on the north or early unit remain. The contractor argues very strongly that a further extension for all of this time should be made. Some new reasons not included in the time extension consideration before were discussed. One of these concerns the sprinkling water overrun. The contractor claims that when water was running short at his source before the long pipeline was in use he could not secure water for the second shift work and that some slowdown in grading resulted. The Resident Engineer took all the job diaries back to his office to check on this. The contractor elaborated on the alledged delay in wasting certain excess materials originating south of Bear Canyon and claims that because of this last 80,000 yards or so that moved to Bear Canyon from the north to complete the fill had to be done at a much slower rate, due to limited fill area available and the necessity to move it all with rubber tire equipment because of the long haul. The contractor was advised that we tried to be fair and accurate in considering this time problem. If he could present facts, dates and specific figures to justify more time we would certainly reconsider. This matter of the time extension seems to be the sorest point to the contractor.

After a private conference between Mr. Heintz and Mr. Kizer they offered to settle all claims for $75,000 (we recommend additional payment on 4 items which will total between 40 and 45 thousand dollars exclusive of any further relinquishment of liquidated damages). The meeting recessed shortly before 6 p.m.

John A. Bond
John A. Bond

JAB:nh

cc: F. B. Klaboe
L. R. Chandler
M. N. Juve
F. G. McKinney

JUN 2 [illegible]
OFFICE OF
STATE HIGHWAY [illegible]

Siskiyou Summit - Calif. Line

Contract No. 6386

Sprinkling Water Useage - M Gals.

Period Ending	Sprinkling	Accum. Total
5-10-64	1,124	1,124
6-10	4,765	5,889
7-10	5,011	10,900
8-10	4,100	15,000
9-10	3,000	18,000
10-10	2,200	20,200
11-10	736	20,936
12-10-64	0	20,936
1-10-65	0	20,936
2-10-65	0	20,936
3-10-65	0	20,936
4-10	0	20,936
5-10	1,215	22,151
6-10	2,046	24,197
7-10	2,486	26,683
8-10	1,849	28,532
9-11	508.38	29,040.38

Contract Quantity=
10,000

A

RECEIVED
JUN 27 1966

FORM E-30X—50M—10-62 46923

7-5-1(53)00

6386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1966

To: MEMORANDUM TO FILE:

SUBJECT: Siskiyou Summit-California Line
Contractors' Claim
Contract No. 6386

On June 16, 1966 the representatives of R. A. Heintz Construction Co. and Ray Kizer Construction Co. met with Frank Morgan and various other highway representatives, including the undersigned, with respect to their claim for additional compensation on the above contract. A list of those in attendance can be obtained from John Bond.

The meeting commenced at approximately 1:00 P.M. in Mr. Morgan's office, but due to other business I was unable to remain at the meeting after 3:00 P.M. The meeting lasted much longer and basically concerned the contractors' claim letter dated March 4, 1966, in which they set forth the various portions of the contract which they felt should entitle them to additional compensation. Their total claim is $201,032.84.

During the undersigned's presence, the following items were discussed but not resolved: over-run and drainage excavation and special backfill, as itemized on pages 4, 5 and 6 of the above-mentioned letter; and over-run in perforated pipe and sprinkling, as set forth on pages 6 and 7 of the letter.

It is not the purpose of this memorandum to cover the conversation verbatim but only those points on which notes were made which might be of value in considering the contractors' claim.

One of their main complaints concerns the excavation and laying of some two miles of extra perforated pipe. This involved some 6,868 cubic yards of excavation. The contractors claim our plans for quantities on these items were totally inadequate. Mr. Morgan felt the contractors made more on over-run payments for expensive excavation than they lost in reduction of cheaper excavation.

The contractors claim the work has now gone beyond what they bid; that the extra work is now costing more than the bid; and they feel the state should not force them to continue to lose money to finish the contract. They claim that putting perforated pipe in rock cuts as ordered was a material change in the contract and beyond the scope of the contract, and, therefore, they are entitled to recover their increased cost for the increase in pipe. John Bond cited Section 1.9.5 of the old specifications as justification that we did not materially change the character of the work.

The contractors claim we changed our plans after seeing how the adjoining section job was turning out and that we changed their plans in order to save costs on the other job; and that putting in the additional pipe was far beyond the expectations of either the state or the contractors at the time the contract was awarded.

The contractors made the following statements:

(1) Was Slate-Hall (apparently one of the adjacent jobs on the same line) charged for noncompletion on time? In other words, did we assess penalties? Their point being that they should all be treated equally.

(2) The question of Peter Kiewit's extension of time when apparently the state issued a shut down order and thereby terminated additional penalties for delay in completion.

(3) That they had allowed Peter Kiewit onto their job long before they had to, causing delay since Kiewit's equipment tore up part of their job and they had to continually go back and regrade and repair. They showed a letter written to Kiewit requesting repayment for their repair work in excess of $4500.

(4) They claimed that when they accepted the job as second bidder, signing the contract with a granted extension of 30 days for total completion and with a two week extension on one portion, they informed Mr. Porter they might need more time later on. They understood that a reasonable extension would be granted. Otherwise they would not have accepted the job since a delay of one month in awarding was extremely critical at the very end of the job; i.e., winter conditions set in.

(5) They agreed this was a deadline job rather than a workday job and that they had bound themselves to finish the same by a certain time. However, they felt that when the state materially changed the extent of work to be done by adding additional work such as the two miles of perforated pipe, that they should no longer be bound by the contract deadline. They claimed that if they could have done the job as bid without additional work orders, they could have finished by the completion date. Basically, they were saying that the state set up the contract as they wanted it constructed and set the time limit within which to complete the job; therefore, when the state makes material changes and disrupts the completion date, they should grant the contractor an extension of time in good conscience and equity.

(6) With respect to the sprinkling, the bid quantities called for 10,000 M gallons, but because of extra work orders to comply with the state's compaction requirements, this finally amounted to 29,040.30 M gallons. They claimed that before bidding they had the bid quantities arranged for, but ran out of water long before completion date and had to spend a considerable amount of time locating additional water, negotiating with private owners for water, and installing 15,500 lineal feet of 8" pipe and 5 pumps. These added matters were uncontemplated on their part and caused a curtailment in their earthwork until arrangements for additional water were completed.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Frank Morgan
John Bond
F. B. Klaboe
Al Johansen
G. E. Rohde

FORM E-128X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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1966

[illegible]

[illegible]

June 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: X-Permits for Transmission Line Relocation
Pacific Power and Light Company
Goshen-Cottage Grove Section
Pacific Highway - Lane County
Project No. I-5-3(60)175
PP&L FILE: PD-9-OR-5

Dear Sir:

Please refer to our June 2, 1966 letter to you concerning this subject.

It was indicated in this letter that an X-Permit for this work would be submitted to you under separate cover. Inasmuch as it has just been determined to request the company to remove the remainder of their transmission poles occupying right of way within the access control lines, we will submit X-Permits for your approval as soon as the estimate for the additional work has been received from the company.

This as agreed to in a telephone conversation between the undersigned and Mr. Girvin on June 6, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe

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JUN 7 - 1966

FOR FILING

I-5-1(33)

6386

June 6, 1966

Mr. R. A. Heintz, President
R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

Dear Mr. Heintz:

Re: Liquidated Damages
Siskiyou Summit-California Line
Contract No. 6386

The following is in response to your May 10 letter to Resident Engineer J. C. McCormick questioning the amount of liquidated damages still withheld on the subject contract. My March 22 letter to you sets forth the original specified completion dates and the derivation of the liquidated damages total.

The 12-day time extension granted by the Highway Commission on April 21 was considered to apply to both phases of the project completion. The time extension granted extended the early unit completion date from the July 15, 1965 specified to August 2, 1965, and the completion date for the entire project was extended from the August 31, 1965 specified to September 11, 1965. This left remaining a penalty period on the early unit from August 2 to the actual completion date of September 11, or 28 days at $420 per day, which equals $11,760 and this amount is retained as liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Floyd Query
F. D. Morgan
L. H. Young
L. R. Chandler

JAB:nh bg

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: 285-9886

2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

Becker
Bond
Barbee
Walker
Glenn
Swan

ECEIVED
1 1966
STRUCTION
VISION

Morelock
Trout
Scott
Wills
Litchfield
Olson

Floyd: —

John Bond brought this down to you. It was given to John B. by John Quiner. Bond asked if you wanted to acknowledge.

I told John B. that you would most likely call him ——

May 10, 1966

Cee
5-27-66

Oregon State Highway Department
Office of the Resident Engineer
1685 Highway 66
Ashland, Oregon

Re: Liquidated Damages
Siskiyou Summit - California Line
Cont. No. 6386

Attention: J. C. McCormick
Resident Engineer

Gentlemen:

Final Estimate No. 20, dated February 25, 1966, for the above captioned project charged liquidated damages in the amount of $19,740.00.

On April 25, 1966 the Contractor received a letter from Floyd Query, Secretary, Oregon State Highway Commission, a copy of which is enclosed, stating that the Commission had advanced the completion date for this project to Aug. 2, 1965 for the early unit and to Sept. 11, 1965 for the entire project without the assessment of liquidated damages.

On May 5, 1966 the Contractor received Estimate No. 21- Post-final Estimate - dated May 3, 1966, refunding $7,980.00, but still showing $11,760.00 in liquidated damages.

From Mr. Query's letter, the Contractor's interpretation is that with the dates set forth and with the statement, "without the assessment of liquidated damages", the Contractor should have received $19,740.00 on the Post-final Estimate.

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.

R A Heintz

By: R. A. Heintz
President
R. A. HEINTZ CONSTRUCTION CO.

RAH:gb
cc:Addressee-3

FORM E-123X 50M 7-60

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FOR FILING

I-5-1(53)00

6311

May 31, 1966

Slate - Hall
7805 S. W. 40th Ave.
Portland 19, Oregon

Heintz - Kiser
211 N. E. Columbia Blvd.
Portland 11, Oregon

NOTED
R. L. PORTER

Re: Stanley P. Kissinger, et ux
vs. Fred H. Slate, et al
Our File L-5044
Jackson County Circuit Court
No. 66-426-L
Siskiyou Station - Siskiyou
Summit Section
Contract No. 6360
Siskiyou Summit - California
Line Section
Contract No. 6386

Gentlemen:

Since both of your joint ventures, or to be specific the members thereof, are named as defendants in the above action, we assume that you have been served with Summons and Complaint therein and are familiar with this matter.

From the allegations of the Complaint, it appears that the plaintiffs are seeking to recover $10,500 for alleged damage to their real property, allegedly resulting from your operations under the above-mentioned contracts. M. C. Lininger and Sons, Inc., which we understand to have been a subcontractor for one or both of your organizations, is also named a defendant, as is the State of Oregon by and through its State Highway Commission.

Under the terms of the above-mentioned contracts, and each of them, your organizations and each of them are obligated to indemnify and protect the State against any loss from suits or actions of this nature. Accordingly, the State hereby tenders to you, and each of you, its defense in the above-mentioned action. We will appreciate a response at your early convenience. We have received an extension of time for appearance by the State to and including June 17, 1966. If we have not heard from you by June 10, we will proceed to enter a special appearance on behalf of the State in a form which should be prejudicial to none of the parties, regardless of whether or not you accept this tender of defense.

Please be advised that whether or not your organizations, either or both of them, accept this tender of defense, the State will look to you and each of you for recovery of any and all loss and expense incurred as a result of this action.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
F. C. McKINNEY
Assistant Counsel

FCMcK:gw

cc: F. D. Morgan
F. B. Klaboe
R. L. Porter ✓
Alan H. Johansen
G. E. Rohde

RE [illegible]
STATE [illegible]

RECEIVED
MAY 6 - 1966
FOR FILING
7-5-1(33) 00
6-86

May 6, 1966

Great American Insurance Company
Pacific Northwest Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $7,980 will be made to R.A. Heintz Construction Company, Ray Kizer Construction Company, and Kizer Equipment Company for grading the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $5,860,255.74 including the post-final payment. Of the total $12,498.29 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R.A. Heintz Construction Co.
Ray Kizer Construction Co.
Kizer Equipment Company
211 N.E. Columbia Boulevard
Portland 11, Oregon

Amerata and Company
329 S.W. 5th Avenue
Portland 4, Oregon
C.H. Maison
Attn: John Herr

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MAY 18 1966
FOR FILING
[illegible] 64
6346

April 25, 1966

R. A. Heintz Construction Company
Ray Kizer Construction Company
Kizer Equipment Company
211 N.E. Columbia Boulevard
Portland 11, Oregon

#1

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6366 on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission advanced the completion date to August 2, 1965, for the "early" unit and September 11, 1965, for the entire project, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc L. R. Chandler
Jack McCormick
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

RECEIVED
MAR 31 1966
FOR FILING

[illegible]

6-11

March 30, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
April 21, 1966 meeting

Gentlemen:

Heintz-Kiser Construction Companies, contractor on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Contract No. 6386, requests an extension of the specified completion date from July 15 to September 11, 1965. The contract calls for two completion dates, June 30, 1965, for the early unit and July 31, 1965, for the later. These were adjusted to July 15, 1965, and August 31, 1965, due to delay in award. (This was the job on which the low bidder Western Contracting Company defaulted.) The contractor claims overrun in several bid items, actual work required in connection with the installation of a large culvert, a delay in delivery of culvert repair materials, delay in the award of the contract, delay in determination of the disposition of excess excavation, a change in the shrinkage factor with a resultant change in the haul distribution, and a delay caused by winter storms.

The culvert work and the delay in securing culvert repair materials are not a valid reason for a time extension. The change in haul distribution was relatively minor and the earthwork quantities underran the planned amounts. The delays cited due to winter storms cannot be considered as a reason for time extension and in fact occurred during a time when very little work could have been in progress. An extension for the delay in award has already been granted.

The embankment foundation excavation overran the planned quantities by 48,500 cubic yards. Based on the contractor's actual daily production of 5,375 yards per day with consideration being given to other excavation work being done at the same time justifies a three day extension. The overrun in perforated drain pipe amounts to 75 percent of the original planned quantities. However, the only portion which can be considered is that done as an unplanned installation and delayed the finishing work for a period of six days. A like extension is justified.

A slide in the median area required three days to correct and this is a justifiable reason. These reasons total 12 days.

Both the "early" unit and the entire project were completed on September 11, 1965. I recommend that the specified completion date be advanced to August 2, 1965, for the "early" unit and September 11, 1965, for the entire project. This will reduce the liquidated damages to $11,760. This is a Federal-aid Interstate Project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6386 Contractor R.A. Heintz Const.Co., Ray Kizer Const.Co. & Kizer Equip. Co. a joint venture

Highway Pacific

Section Siskiyou Summit-Calif. Line

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Overrun in embankment foundation excavation justifies 3 penalty days extension. Overrun in perforated drain pipe installation justifies 6 penalty days extension. Slide removal in median ~~xx~~ area justifies 3 penalty days extension.

Recommended for Approval: As per letter of transmittal

L R Chandler
Division Engineer

Construction Engineer or Bridge Engineer

F B Klaboe
Assistant State Highway Engineer

HP*6206-734

Contract No. 6386

Project designation I-5-1(53)00 Federal
State-Federal

Date awarded 30 January 1964

Work started 4 February 1964

Per cent completed 100% 11 Sept. 1965
Date

Completion Time Allowed:
~~Completion Time Allowed~~ Sta. 634+00 to 698+25 by 30 June 1965, All other work by 31 July 1965

~~No. of Workdays Used~~ Date Completed: 11 Sept. 1965

Request Ext. to August 2, 1965 & to 11 Sept 1965

~~No. of Added Workdays Requested~~

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan 10, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 15-65 days to Sept 11-65 days, within which to complete our Contract No. 6386, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,
RA Heintz Const Co. Kizer Equip't Co and Ray Kizer Const Co.
Contractor

By Gen Supt

CONSENT OF SURETY

Date January 10, 1966

We, GREAT AMERICAN INSURANCE COMPANY and UNITED PACIFIC INSURANCE COMPANY, as co-
ies
surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
By Frank Amerata
Attorney-in-fact
AMERATA & COMPANY
BY
Resident Agent

UNITED PACIFIC INSURANCE COMPANY
By
Attorney-in-fact
(SEAL)
[illegible]
By
Resident Agent

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 21, 1966

In reply refer to: 08-35-DB

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(53)00
Siskiyou Summit - California Line Section
Pacific Highway
Request for Extension of Contract Time

This office has reviewed Mr. Klaboe's letter of March 1, 1966, indicating a request by the contractor for an extension of the contract time on the subject project.

Your attention is directed to correspondence occurring between August 13, 1965 and December 17, 1965, with respect to a similar request on Oregon Project I-5-1(52)04. We wish to reiterate our objection to the contract provisions entitled "Completion Time Limit" which specifically deletes the portion of the Supplemental General Provisions providing for extensions of contract time.

We concur in your recommendation to extend the contract completion dates for this project from July 15, 1965 for the "early" unit and August 31, 1965 for the entire project to August 2 and September 11, 1965, respectively.

copies

REFERRED TO
Bond - Young - Mason
BY ASST. STATE HWY. ENGR.
this letter only
3-25-66

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 90M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1966

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT:

Extension of Time
Siskiyou Summit-Calif. Line Section
Pacific Highway
Contract No. 6386

Attached is a request from Heintz-Kizer Construction Companies, contractor on the subject project for an extension of the specified completion date from July 15, 1965 to September 11, 1965. This request covers only the "early" unit, however, both completion dates are involved. The contractor's request is based on overruns in several bid items, additional work required in connection with installation of a large culvert, a delay in delivery of the culvert repair materials, delay in the award of the contract, delay in determination of the disposition of excess excavation, a change in the shrinkage factor with a resulting change in the haul distribution, and delay caused by winter storm. The contractor's request is poorly presented and deals in generalities with only 3 specific lengths of time set forth for the aforementioned alleged delays.

84" Structural Plate Culvert

The damage to the 84" plate structure at Bear Creek has been discussed and investigated quite thoroughly both from the time and claim standpoint. It is our position that the contractor did not take proper measures to prevent the damage even after our people had alerted him to its vulnerability on several occasions. He then compounded the loss in time and material by improper handling of the culvert during removal work when repair was started after 300'+of the pipe floated out during heavy runoff. Replacement plates were required and there was a delay in securing them.

Earthwork Distribution

The south haul break did shift 445' due to lack of anticipated shrinkage in south end. However, we believe this should be considered from the over-all standpoint of total project quantities. A special provision warns that the earthwork distribution indicated on the plans is subject to change as the work progresses and requires the contractor to satisfy himself as to the actual needs in embankment before wasting. The total contract quantity of general excavation actually underran 2.8%, short overhaul underran 9.3% and long overhaul underran 37.3%.

The delay caused by the December, 1964 and January, 1965 floods occurred during a time when very little work could normally have been in progress. Also, delays due to weather conditions are not considered as a reason for time extensions.

Mr. R. A. Heintz of the Heintz-Kizer joint venture wrote a letter dated June 30, 1965 and also called at your office July 21, requesting an extension for several different reasons but to no specific date and in no specific amount. That portion of his request which was based on the delay in awarding the contract has been resolved. My July 9, 1965 letter report recognized some validity for time extension due to specific quantity overruns.

Quantity Overruns

Seeding and Mulching overran 18.4% and 17.7% respectively. The last week of project penalty time was devoted mostly to this type work. Specifications allow this work to be done in stages as the earthwork is finished and the contractor was also permitted to continue this work after the May 15 seasonal limitation specified. We believe the contractor's delays in finishing slopes, rather than the quantity overrun caused the late completion of this item.

The sprinkling item overran 190% but we do not believe this affected the progress. (It is being considered as a claim though.)

The total actual contract work (including extra orders other than flagging) actually underran the original contract amount by 0.3%.

The only part of the request that we believe valid for time is the 14.5% embankment foundation excavation overrun (9 days requested) and the composit 75% perforated pipe quantity overrun and accompanying 67.6% special backfill overrun (25 days requested).

We accept the contractor's statement of 48,500 cubic yards of foundation excavation overrun and 5,375 cubic yards per day actual production on that item, or 9 days work. However, during at least the major part of this work, in June and July 1964 at Bear Creek fill, some 25,000 - 40,000 cubic yards per day total excavation was being moved. Up to 1/3 of the excavation equipment was tied up in this overrun work, diverting it from planned work. We arrive at 3 penalty days extension justified.

Perf. Pipe Drains

The contractor does not state the actual dates covered by the 103 days mentioned. This likely includes all days worked on perf. installations. For comparison, 103 days (including Saturdays) immediately prior to the September 11, 1965 completion would start on May 11 and the grading was only 80% complete then. We cannot confirm that the composit 75% overrun in perf. pipe influenced production to the extent of 25% for anything like this length of time. There is validity to delay from the last unplanned installations in the last cut to be completed at L_s 670. Drain work was done here on 6 days, August 4 through 10, which we agree delayed grade finishing in this vicinity and we recommend a 6 penalty day time extension for this reason.

In addition to the above, 3 more penalty days are justified for extra work performed as a result of a slide which occurred in the median area at Station 671 after grading was completed there. A total extension of 12 penalty days is recommended.

Pertinent dates and the amount of liquidated damages withheld are summarized below:

	Date	
	Early Unit	Entire Project
Date of Award	Jan. 30, 1964	Jan. 30, 1964
Specified Completion (Revised)	July 15, 1965	Aug. 31, 1965
Actual Completion	Sept. 11, 1965	Sept. 11, 1965
Liquidated Damages	$16,800.00	$2,940.00
Recommended Extension	12 penalty days to Aug. 2, 1965	12 penalty days to Sept. 11, 1965
Liquidated Damages Remaining	$11,760.00	0

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that overruns in the bid quantities would normally be considered as a valid reason for granting an extension, but since this project has the restrictive special provisions concerning time extensions, he cannot concur at this time in the request.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:rw:nh
Attach.
cc: L. H. Young

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. BOX 25
ASHLAND, OREGON 97520

January 10, 1966

State of Oregon
Office of the Resident Engineer
1665 Highway 66
Ashland, Oregon

Re: Siskiyou Summit-Calif. Line
OSHD Cont. No. 6386

Attention: J. C. McCormick
Resident Engineer

Gentlemen:

The Contractor has previously requested 64 Days extension of contract time for the above captioned project based on additional clearing and grubbing, additional work on the South-bound Lane at approximate Station 669+00 and the over-run in perforated pipe and backfill materials.

Our letter dated July 6, 1965 requests additional money for placing Embankment as directed as support for the 84" Multiplate Pipe at Station 678+87. Condition 1 was agreed upon in regard to additional money but, to date, there has been no consideration given to additional time.

On June 30, 1965 a letter addressed to Mr. R. L. Porter, Deputy State Highway Engineer, was forwarded discussing the reasons why a time extension would be required.

On June 4, 1965 we again mentioned the delays encountered during the flooding conditions and damage to the 84" Plate structure. There was a 36 Day delay in delivery of materials for repair from the manufacturer before any repair work could be started. This structure was in the Bear Creek embankment which at this time controlled production.

On March 24, 1965 we requested information in regard to quantities in order to analize the yardage left in excavation. However, to my knowledge, this information was never furnished.

On March 4, 1965 the Seeding operation was outlined and a time request was made.

The above lists only part of the delays that occurred. The Contractor feels that a more realistic evaluation can be made chronologically at this time.

The clearing was started on this project prior to the time that the area was ready for work and was still extremely wet. The clearing was accomplished under very adverse conditions. The original State sections indicated 154 Acres of clearing. The Contractor based his progress on 164 Acres. Actually there were approximately 220 Acres cleared. Some delay was encountered here in getting the original job staked.

Prior to starting the embankment, unsuitable material had to be removed. This item over-ran 48,500 Cubic Yards. Average production on this item was 5,375 C.Y. per Day. Resultantly, this overrun yardage constituted an additional nine days of work.

Shortly after the grading operation was started, it became very apparent that there was not sufficient water and the rate of use would be in excess of that contemplated. Consequently the Contractor was forced not only to locate water, but to purchase, transport, secure Right-of-Way, and install approximately 16,000 L.F. of 8" water line. Due to the distance and the elevation the pipeline required the installation of five pumps to boost the water up to the job.

The Grading operation started from the South end of the job working to the North, not out of choice, but because the South end was the only area that was dry enough to work.

The Grading on the South end amounted to approximately 50% of the work. It was not anticipated by either the State or the Contractor that rock would be encountered within the excavated area between Station 690 to 815, referred to as the South end. Actually the Contractor encountered over 850,000 Cubic Yards of rock in this area. The State, in planning this job, showed a shrinkage factor from excavation to embankment within this area. Consequently this upset the haul pattern and delays in excavation were encountered. This end did not balance out and the material from the cut between Station 698 to 705 was split, and part hauled North, whereas the plans show all of this material to be hauled South. In addition to the above, excess materials amounting to approximately 63,000 Cubic Yards developed in the cut between Stations 720 to 740. The Contractor requested permission to waste this material all rock, on the South end. This request was denied and there was a lapse of 43 Work-days before it was determined where this material was to be used. Then the Contractor was instructed to haul the material North into Bear Creek Fill. This caused a bottle-neck on the project as the embankment area was the controlling factor, not excavation, and this put the Contractor in the position of placing all excavation in one fill area - i.e. Bear Creek Fill -, and delayed completion of both ends of the job, primarily the South end, as material had to be hauled from South to North.

Actual production, irrespective of the volume of rock, delayed completion of excavation and finishing on the South end by a minimum of 35 Days. Consequently, with these changes, this left the Contractor with an excess of materials on the North end of the job, the critical end with regard to the completion date, to be wasted. The Contractor called the State s attention to the fact that there was a surplus of materials on the North end and requested permission to waste. However, permission was not granted and the Contractor ended up moving these excess materials to waste during the time that liquidated damages were being assesed. The Contractor feels that this change alone, from the original plans, should be sufficient to substantiate the extension of time requested.

Due to the extreme moisture and flooding conditions that started December 20, 1964, the job was completely down until Feb. 18, 1965 and no semblance of real production could be accomplished until the middle of March 1965, a delay of 86 Calendar Days. This storm was unusual in it's severity and without doubt doubled the time loss over the weather season normally to be anticipated.

Over-run in drainage excavation, perforated pipe and backfill materials delayed completion. The original plan quantities of these products were to be used primarily in the embankment areas and did not change. The over-runs did not occur until after all work in the embankment areas was accomplished as shown on the plans. The excavation was 99% complete and just prior to the finishing operation in the excavation areas, the Contractor was directed to install perforated pipe in the ditch lines. In almost all instances the excavation for the installation of these lines had to be drilled and shot or ripped. Actual work time involved amounted to 103 Days, however this work ran simultaneously with other work and only actually delayed the final finishing and clean-up 25 Days, requested by letter dated August 19, 1965.

Despite the above enumerated delays, on July 15, 1965 the State accepted and turned over to the Paving Contractor the LS and LN

Lines from Station 737+00 to 814+00. On July 26, 1965 access to the North-bound Lane was available for the complete length of the job. On August 31, 1965 the State accepted the North-bound Lane as complete. On September 2, 1965 both the North- and South-bound Lanes were accepted by the State. Between Sept. 2 and Sept. 11, 1965 there was only a limited amount of work - primarily seeding and miscellaneous clean-up.

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.
A Joint Venture

JSBudd

By: J. S. Budd
General Superintendent
R. A. HEINTZ CONSTRUCTION CO.
A Partner in the Joint Venture

cc: Addressee - 3
R. Kizer
J. S. Budd
File

FORM E-90X—90M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1965

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

SUBJECT: Siskiyou Summit-California Line Section
Contract No. 6386
Time Extension Request

You referred a copy of R. A. Heintz' June 30 letter to this office for investigation and report which follows, in the same sequence. Attached is a vicinity map with notes added to correlate locations and completion times, both specified and presently estimated.

Para. 2 & 3:

Correspondence available to us indicates commitment for only 15-day extension on north end (to 7-15-65) and 30-day extension on south end (to 8-31-65) as per your January 10, 1964 letter to Heintz-Kizer.

Para. 4:

It is correct that the north end of the job constitutes approximately 33% of the total project length and the south end is the remaining 67%.

Para. 5 & 6:

The grade only from Station 777 (not 755 as stated by Heintz) to the end of the project at 814+35 was ready July 1. This is 21% of the project length and is the section coincident with the existing highway. Our estimate of completion of the rest of the south unit is August 1, so this 21% is all that is expected to be completed prior to the extended earliest completion date of July 15 (which applied to the opposite end of the job nearer the material source).

Para. 7 &8:

Our earliest estimated completion date for entire project is September 1. As of last week end there was an estimated 220,000 cu. yds. to move. The Bear Creek fill is 1800' long, containing 3 million cu. yds., or about 43% of the excavation material, a major component.

Para. 9:

The winter damage to the 84" multi-plate pipe in Bear Creek fill was investigated earlier when contractor requested an extra work order for its repair. This was declined because the contractor had not taken precautionary measures which were repeatedly requested by the Engineer.

Para. 10:

It is true that the wet early spring or late winter curtailed production, but under the contract specifications this is not a valid reason for time extension, and unusually good weather has prevailed since.

Para. 11:

Perforated pipe quantities have over-run 41% and embankment foundation 12% to date. These are not believed to have caused any real delay. Drain installations often have opposite effect by helping to dry grading areas up more quickly.

Para. 12:

It is true that the split level grades and safety considerations at times dictate work on one level only. However, this is not a changed condition. It was one of the inherent problems of the project.

Para. 13 & 14:

Contractor has been working two shifts and Saturdays and has been concentrating on northbound lanes as far as practical. This would permit access to already completed grade on adjacent contract with surfacing material via new grade. We believe the northbound grade completion will be July 22 from Stations 677 to 698 and closer to July 31 for the remainder of the north unit to Station 634.

Para. 15:

The grading contractor has cooperated by allowing the bridge contractor access to the stateline interchange structure site; however, early grading at structure sites was a special provision specification requirement.

The structure work during the winter did rut up the grade and cause it to become saturated in the structure area; however, the remaining heavy grading areas were north of here.

Attached is a letter just received from the Resident Engineer showing items of equipment which have been moved on and off the project since May 20. Since June 22 five tractors with scrapers have been moved out, which could have been used effectively up to two weeks longer.

A definite and somewhat difficult completion date was deliberately specified and was stressed to all bidders inquiring about it. The contractor has made a formal request for the additional 15-days for the north unit referred to under Para. 2 and 3 above, but it has not yet reached this office. He has advised that a second formal request for time in addition to the 15-days will be forthcoming for the north unit.

The contract special provisions for completion time limit on this project are similar to those used on some other contracts on which requests for time extensions have been refused by the Bureau of Public Roads and which very recently have been re-submitted to the Bureau for reconsideration. The surfacing and paving contractor, Peter Kiewit Sons' Co., whose contract includes reference to "estimated" completion dates for the prior grading work the same as the specified completion dates in the grading contract, has given written notice of intent to press claims arising from delay of grade completion.

In summary, we do not believe any of the reasons set forth, except in paragraph 2, and possibly paragraph 11 with more documentation, justify extending completion time.

F. D. Morgan
Construction Engineer

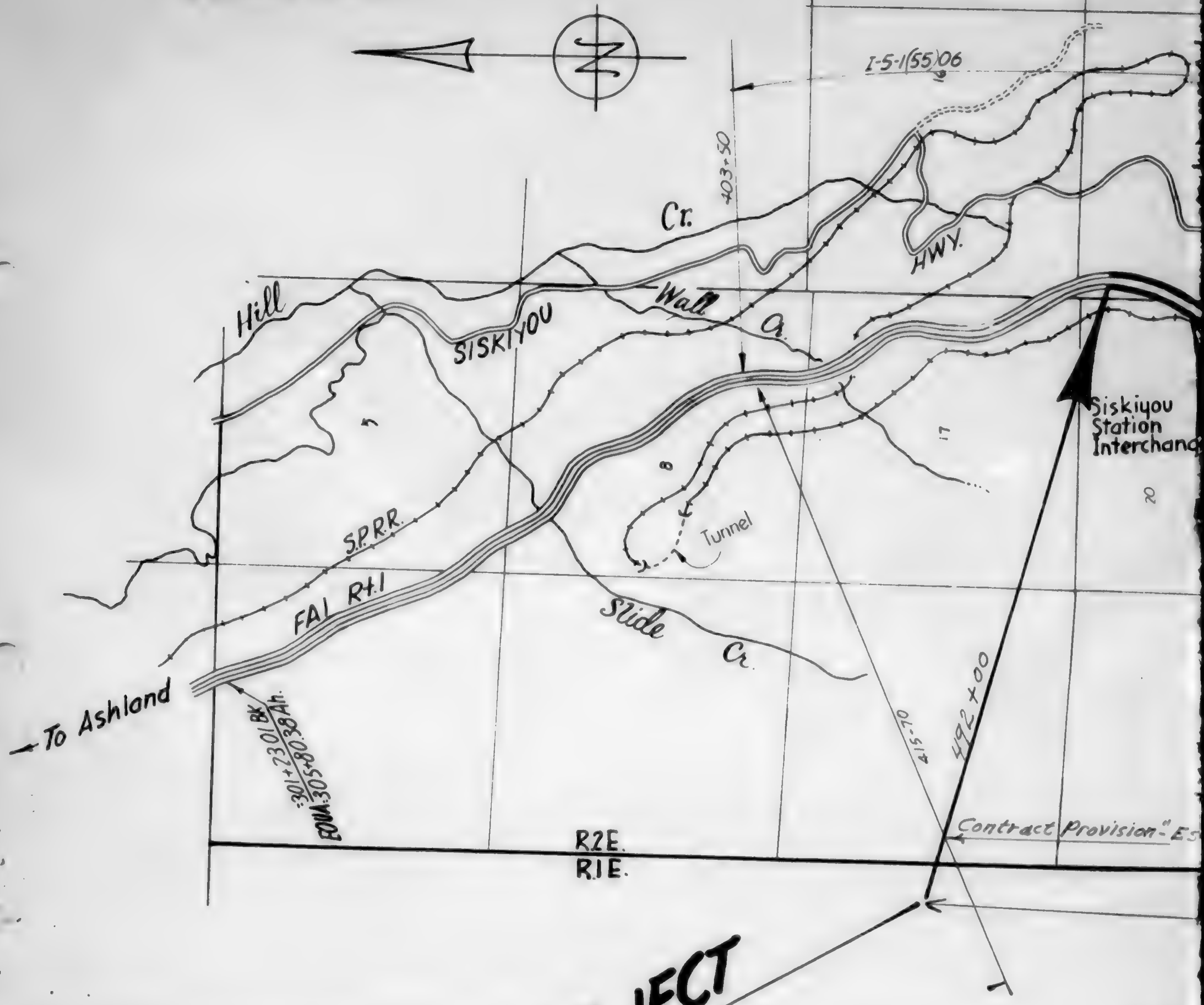
By John A. Bond

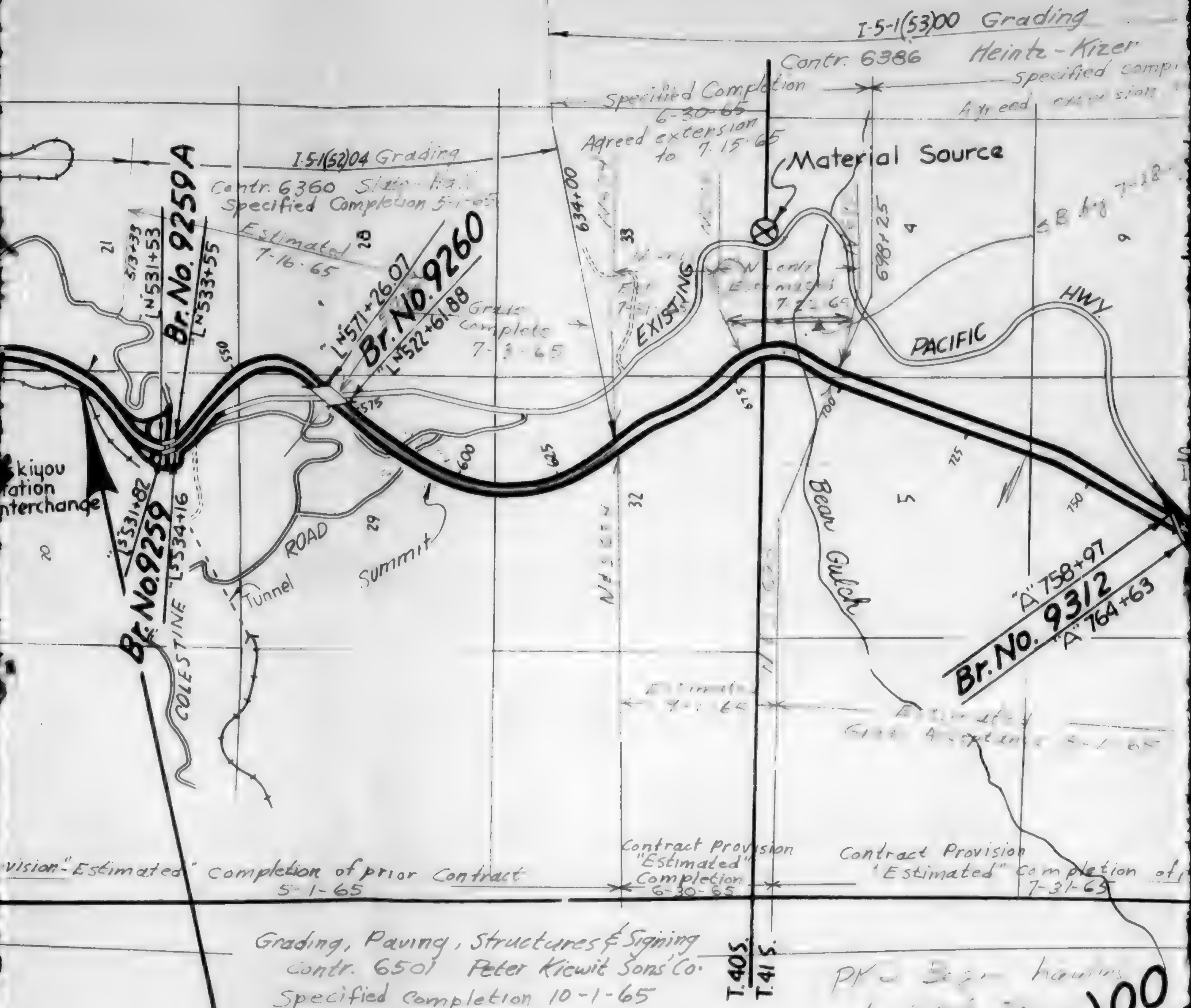
John A. Bond
Staff Assistant

JAB:bjm
Attachment

cc: F. B. Klaboe
L. R. Chandler

SISKIYOU STATION-CALIF. LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY


N
I-5-1(55)06
403+50
Cr.
Hill
SISKIYOU
Wall
Cr.
HWY.
S.P.R.R.
FAI Rt.1
Slide
Cr.
Tunnel
8
17
20
Siskiyou
Station
Interchang
To Ashland
301+23.01 Bk.
EQUA. 305+80.38 Ah.
415+70
492+00
Contract Provision "Es
R.2E.
R.1E.
ROJECT


I-5-1(53)00 Grading
Contr. 6386 Heintz-Kizer
Specified Completion 6-30-65
Agreed extension to 7-15-65
Specified compl
Agreed extension
I-5-1(52)04 Grading
Contr. 6360 Slate-Hall
Specified Completion 5-1-65
Estimated 7-16-65
Material Source
Br. No. 9259A
L N 531+53
L N 533+55
513+33 A
Br. No. 9260
L N 571+26.07
L N 522+61.88
Grade Complete 7-3-65
634+00
698+25
EXISTING
PACIFIC
HWY.
Estimated 7-22-65
21
28
33
4
9
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575
600
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725
750
kiyou
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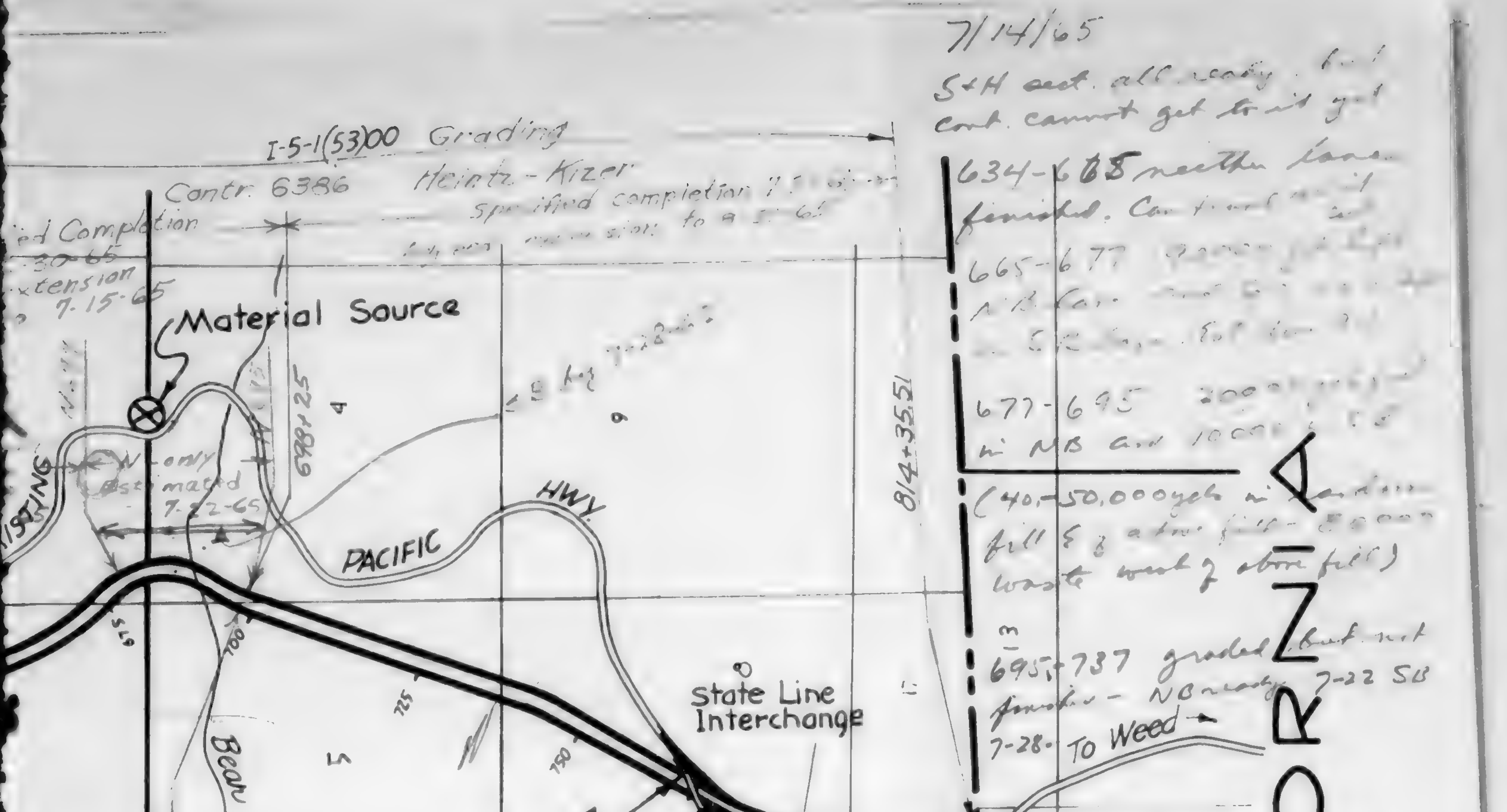
nterchange
Br. No. 9259
L S 531+82
L S 534+16
20
COLESTINE
ROAD
29
Tunnel
Summit
32
5
Bear Gulch
Br. No. 9312
"A" 758+97
"A" 764+63
Estimated 9-1-65
Contract Provision "Estimated" Completion 6-30-65
Contract Provision "Estimated" Completion of 7-31-65
vision "Estimated" Completion of prior Contract 5-1-65
Grading, Paving, Structures & Signing
Contr. 6501 Peter Kiewit Sons' Co.
Specified Completion 10-1-65
T.40S.
T.41S.
5)00


I-5-1(53)00 Grading
Contr. 6386
Heintz - Kizer
Specified completion 7-5-65
extension to 8-5-65
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Material Source
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8 7-28-65
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8
Bear Gulch
State Line
Interchange
To Weed
"A" 758+97
Br. No. 9312
"A" 764+63
CALIFORNIA
7-1-65
Estimated
Grade Acceptance
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"stimated"
mpletion
6-30-65
Contract Provision
"Estimated" completion of prior contract
7-31-65
814+35.51
oning
ns' Co.
T.40S.
T.41S.
6)00

7/14/65

S+H sect. all ready, but
Cont. cannot get to it yet

634-668 neither lane
finished. Continued [illegible]

665-677 [illegible]
NB lane [illegible]
in SB lane [illegible]

677-695 2000 [illegible]
in NB and 1000 [illegible] SB

(40-50,000 yds in [illegible]
fill & 8 above fill - 8000
waste west of above fill)

695-737 graded but not
finished - NB ready 7-22 SB
7-28.

737-777 graded but not
finished - couple of days
work left.

777 - to S End [illegible]
to [illegible] but they have
no access.

May haul to
Calif (90000)

Bobbler [illegible] 8/25
[illegible] 8000

PKS Begin hauling
[illegible]

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)

P. O. BOX 25
ASHLAND, OREGON 97520

June 30, 1965

State of Oregon
Highway Department
Salem, 10, Oregon

Re: Extension of Time
Siskiyou Summit-CALIFORNIA LINE
Cont. No. 6306

Attention: A. L. Porter
Deputy State Highway Engineer

Gentlemen:

With reference to our conversation of June 25, 1965 at your office, the following is analysis of the above captioned project to date.

It was my understanding at the time that we discussed this project by phone on January 10, 1964 that we would be allowed time equal to the number of days between the award of the contract to Western Contracting Corporation and to R. A. Heintz Construction Co. and Ray Kizer Construction Co. Joint-Venture. This would amount to a forty-three (43) day time extension.

Your letter of the same date extended time between stations 634+00 and 698+00 to July 15, 1965, an extension of fifteen (15) days, and the balance of the work to August 31, 1965, an extension of thirty-one (31) days. The State Highway Commission officially awarded this contract on January 30, 1964. On February 6, 1964 the contract documents were mailed to the Contractor.

The roadway between Stations 634+00 and 698+00 amounts to only 33% of the area to be surfaced whereas the balance of the contract amounts to the additional 67%. The 67% lays between stations 698+00 and 814+3551, refered to as the South end of the job.

On June 28, 1965 the roadbed between Stations 759+00 and 814+3551, amounting to 37% of the area to be surfaced, was accepted, sixty-four (64) days in advance of contract completion. The balance of the South section of the job will be completed by July 12, 1965.

6. In summary; 67% of the area to be surfaced will be ready for surfacing prior to the contract completion date.

7. The North end of this project, between Stations 634+00 and 698+25, will require additional time for final completion. The Contractor has consistantly concentrated on the North-bound lane at the North end. However, work in this area has been carried on under adverse conditions.

8. The excavation from this area goes into the Bear Creek fill, a limited area as far as production is concerned with the embankment controlling production.

9. Damage to the 84" Multi-plate pipe in the Bear Creek fill area caused by flooding conditions in December of 1964 delayed the work.

10. The excessive moisture in the Spring of 1965 curtailed production.

11. Over-runs in perforated pipe, and unsuitable excavation in the Bear Creek area have been delaying factors.

12. The nature of the material, rocks and large boulders, has limited the working areas, increased the working time, and due to the hazardeous working conditions and the safety precautions that the Contractor has maintained, excavation has been limited to either the North- or the South-bound lane. This work is on a side-hill with the South-bound lane on a lower elevation than the North-bound lane, making it unsafe to work in excavation in both lanes simultaneously. This fact along with the above stated facts have been continuing deterrents to production at the north end of this project.

13. It has been and will continue to be the Contractor's determination that all effort shall be made, including Saturday work, to complete the North-bound lane on the North end of the job which will link the work north of our contract to be surfaced with the work already completed under this contract on the South end of the project.

14. Actually, only the South-bound lane on the North end and final clean-up will require additional time beyond the July 15, 1965 date.

15. The Contractor would like to call your attention to the fact that we cooperated with the State Highway Department on extra work installation in rock of additional pipe in the cut areas. We cooperated with the surfacing subcontractor in all areas, and on the A-Line where the RCDG Structure, 560' in length, crosses the North- and South-bound lanes, both the Main-line and the A-line were blue-topped in this area and finished in the 1964 working season. The Structure was installed during the wet season of 1965. Both the

Main-line and the A-line were torn and rutted to the extent that the drainage was destroyed, allowing the water to saturate the main roadbed and the A-line. It required more than sixty days of drying weather in the Spring and Summer of 1965 to aereate by ripper and blade and reduce the moisture content in this area to where the 95% compaction requirement could be met.

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION Co.
A Joint-Venture

R A Heintz

By: R. A. Heintz, President
R. A. HEINTZ CONSTRUCTION CO.

RAH:gb
cc: 3 to Addressee
1 to J.C.McCormick
1 to Siskiyou
1 to Engineering
1 to File

cc Sent To Chandler 7-6-65 Also discussed with him by phone.
JB.

[illegible]

FOR FILING

I 5-1 (33)

6386

March 22, 1966

R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

Re: Siskiyou Summit-California Line Section, Contract No. 6386, Liquidated Damages

Attention Mr. J. S. Budd

Gentlemen:

This will reply to your March 7 letter to Resident Engineer McCormick. Specified completion dates and liquidated damages assessed on this contract are summarized as follows:

	(a) North (Early) Unit (Sta.634-698+25)	(b) Entire Project
Specified Completion (as revised)	July 15, 1965	August 31, 1965
Actual Completion	September 11, 1965	September 11, 1965
Penalty Days and Rate	40 @ $420	7 @ $420
Amount of Liquidated Damages	$16,800	$2,940

TOTAL DAMAGES $19,740

The contract Completion Time Limit special provisions (page 3) do not set forth a south unit. They describe a north (or early) unit in paragraph (a) and then "all work" in paragraph (b). So, the penalty period could be described either as 40 days, of which 33 days are at a rate of $420 per day, and the remaining 7 days are at $840 per day; or as 47 days at $420 per day. Either way the amount is the same and is derived in accordance with the specifications.

Your request for a time extension is being analyzed. When our analysis has been completed, a recommendation will be submitted to the Highway Commission for final action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler
J. C. McCormick

JAB:bjm srb

R. A. HEINTZ CONSTRUCTION CO.
Highway and General Contractors
PHONE: 285-9886
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

March 7, 1966

Oregon State Highway Department
Office of the Resident Engineer
1685 Highway 66
Ashland, Oregon

Re: Final Estimate
Siskiyou Summit-Calif. Line
OSHD Cont. No. 6386

Attention: J. C. MCCormick
Resident Engineer

Gentlemen:

Estimate No. 18 for this contract showed job completion date to be Sept. 11, 1965 and Liquidated Damages assessed in the amount of 57 Days.

Our letter of Jan. 10, 1966 called to your attention the over-assessment of liquidated damages in accordance with the contract.

Your semi-final estimate No. 19 rectified the over-assessment and reduced liquidated damages to 40 Days.

The final Estimate No. 20 extends the liquidated damages assessed to 47 Days.

It was agreed between the Contractor, the District Engineer and the Resident Engineer at our meeting at Roseburg, Oregon on Jan. 4, 1966 that the South-end of the project was completed prior to the stipulated completion date of Aug. 31, 1965. (Ref: Item B - Special Provisions)

The Contractor is at a loss as to how liquidated damages are being assessed and requests an explanation.

The Contractor claims that Liquidated Damages should not have been assessed as he has previously indicated areas where definite time extensions are in order. In addition, substantial completion of the contract had been effected prior to the contract completion dates.

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO.
and RAY KIZER CONSTRUCTION CO.

J S Budd

By: J. S. Budd
R. A. HEINTZ CONSTRUCTION CO.
A Partner in the Joint-Venture

JSB:gb
cc:Addressee-3
Redding
Engineering
N. Kobin
File

RECEIVED
MAR 7 - 1966

FOR FILING

I-5-1(53)00

6386

OREGON STATE HIGHWAY DEPARTMENT

March 2, 1966

Accounting Division (✓)
Bridge Division ( )
Construction Division (✓)
Traffic Division ( )
Division Engineer (No. 3) (✓)
Maintenance Division ( )
(Seeding & Mulching Sec.)

Project No. I-5-1(53)00, Siskiyou Summit-California State Line Section, Contract No. 6386, Prefix 615-1012, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by March 31, 1966, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:ed

RECEIVED
MAR 2 - 1966

FOR FILING

I-5-1(53)

6386

March 2, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 11, 1965, on Contract No. 6386. The contract was with R. A. Heintz Construction Co., Kiser Equipment Co. and Ray Kiser Construction Co. and was for grading on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This will be presented to you for confirmation at the Commission meeting on March 8.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAR 2 - 1966

FOR FILING

I-5-1(53)00

6-11

March 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Siskiyou Summit-California
Line Section, Pacific Highway, Oregon Project I-5-1
(53)00

Dear Sir:

We have received from Heintz-Kiser Construction Companies, contractor on the subject project, a request for an extension of the specified completion date from July 15, to September 11, 1965. This request covers only the "early" unit, however, both completion dates are involved. The contractor's request is based on overruns in several bid items, additional work required in connection with the installation of a large culvert, delay in delivery of culvert repair materials, delay in the award of the contract, delay in determination of the disposition of excess excavation, a change in the shrinkage factor with a resulting change in the haul distribution, and a delay caused by the winter storms.

With the exception of the overruns in bid items and the late award of the contract, we can find no valid reason for granting the contractor's request. That portion of the contractor's request based on the delay in award of the contract has been resolved. There was a 14½ percent overrun in embankment foundation excavation, a 75 percent overrun in the perforated pipe and a 68 percent overrun in special backfill.

The contract records indicate that the embankment foundation excavation overran the contract amount by 48,500 cubic yards. The contractor's actual daily production of 5,375 cubic yards would indicate that this represents nine days work. However, during at least the major part of this work in June and July of 1964 at the Bear Creek fill, some 25,000 to 40,000 cubic yards per day of total excavation was being moved. A maximum of 1/3 of the excavation equipment was utilized in this overrun work which diverted it from the planned excavation. We feel that three penalty days extension is justified.

Mr. Parsons
Page two
March 1, 1966

The contractor does not state the actual dates covered by the 103 days mentioned for perforated pipe work. This likely includes all days worked on perforated installations. For comparison, 103 days (including Saturdays) immediately prior to the September 11, 1965 completion would start on May 11 and the grading was only 80 percent complete then. We cannot confirm that the composite 75 percent overrun in perforated pipe influenced production to the extent of 25 percent for anything like this length of time. There is validity to delay from the last unplanned installations in the last cut to be completed at L_m 670. Drain work was done here on six days, August 4 through 10, which we agree delayed grade finishing in this vicinity and we recommend a 6 penalty day time extension for this reason.

In addition to the reasons given by the contractor, 3 more penalty days extension is justified for extra work performed as a result of a slide which occurred in the median area at Station 671 after the grading work had been completed in that area. The reasons given above total 12 penalty days.

The revised completion date for this contract was July 15, 1965, for the "early" unit and August 31, 1965, for the entire project. The project was actually completed on September 11, 1965. Based on the gross overrun in embankment foundation excavation, perforated drain pipe and the extra work connected with the slide removal, it is our recommendation that the specified completion dates be extended to August 2, 1965, for the "early" unit and to September 11 for the entire project. This project has the restrictive wording in the contract special provisions concerning time extensions. However, we believe that the circumstances related above are very similar to those on the Siskiyou Station-Siskiyou Summit Project on which you concurred in an extension of time. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh bg

RECEIVED
MAR 1 - 1966
FOR FILING

I-5-1(59)2[illegible]

6756

Salem, Oregon
February [illegible], 1966

Acceptance of Contract

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract [illegible] with E. A. [illegible] Construction Co., [illegible] Equipment Co. and Roy [illegible] Construction Co. for grading on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, completed September [illegible], 19[illegible].

L. E. [illegible]
Office Engineer

[illegible]:lc

cc: Mr. Floyd Query
Mr. C. H. [illegible]
Mr. F. D. Morgan

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Summit- Calif. Line

WEEK ENDING: 7 January 66

SECTION PREFIX: 615-1012-900

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Siskiyou Summit - Calif. Line

KIND OF WORK: Grading

CONTRACTOR: R. A. Heintz & Ray Kizer Const. Co.

CONTRACT NUMBER: 6386

FEDERAL AID PROJECT NUMBER: I - 5-1(53)00

DATE OF CONTRACT: 30 January 196~~5~~4

DATE WORK STARTED: 4 February 64

ESTIMATED COMPLETION DATE: 11 September 65

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED: 597

SPECIFIED CALENDAR DAYS: 548

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 1 August 65

PERCENT OF TIME ELAPSED: 109%

PROJECT AUTHORIZATION: $ 6,695,348.19

EXCLUSIVE OF ENGINEERING: $ 6,200,032.27

ENGINEERING AUTHORIZATION: $ 495,316.92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 5,890,000.16

ENGINEERING COST TO DATE: $ 321,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 5 %

PERCENT OF AUTHORIZATION . . . . 65 %

DATE PROJECT WAS COMPLETED: 11 September 65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.42				
MILES PARTIALLY COMPLETED	3.42				
MILES COMPLETED	3.42				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,306,000				
TOTAL QUANTITIES CORRECTED TO DATE	7,071,863				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,071,863				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Cloudy & Foggy			
SATURDAY				

RECEIVED
BEN [illegible]RD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Two men working on Semi-Final
TUESDAY	Two men working on Semi-Final
WEDNESDAY	Four men working on Semi-Final
THURSDAY	Completed Semi-Final & Shipped to Roseburg
FRIDAY	Made out Final Weekly Report
SATURDAY	

REMARKS

This will be the Final Weekly Report

SIGNED W Smith LOCATION Ashland

for J. C. McCormick

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 10 1965
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 200-10) UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 5, 1965

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. Klaboe

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

copies
REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
Maison 11-10-65

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station-State Line Section, Pacific Highway
Extension of Specified Completion Date

Mr. Klaboe's letter of October 25, 1965 requests our concurrence in an extension of the specified completion date from October 1, 1965 to November 9, 1965 principally for the reason that the approved extensions of the specified completion dates applicable to previous grading project I-5-1(53)00, Siskiyou Summit-State Line Section, were not given consideration in establishing the completion date for the subject project, although several months had elapsed between award of the grading project and advertising of subject project.

In our review of this matter we find that the grading of the Siskiyou Station-Summit Section (I-5-1(52)04) was completed on July 22, 1965 while the established completion date was May 1, 1965.

The revised completion date for the upper portion of the Summit-State Line Section Grading was July 15, 1965 and grading was actually completed on September 11, 1965. The revised completion date for the lower portion of this project was October 31, 1965 and substantially all of this portion was graded and ready for base surfacing on July 30, 1965.

Our records indicate that placing of base surfacing on the subject project began on or about August 11, 1965, some 18 days subsequent to the date that grading was completed from Siskiyou Station to the Summit and 10 or 11 days subsequent to completion of grading on the lower portion of the Summit-State Line Section.

It is, then, very evident that roughly 4½ miles of the project was available to the surfacing contractor well enough in advance of his actual placing operations to have assured reasonable continuity of placing operations at an earlier date and it is not apparent that completion of any portion of the grading at an earlier date would have made any material difference in the date placing of base surfacing actually began.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Too, we believe the successful bidder on the surfacing-paving project was probably fully aware of the extended completion dates for one of the grading projects and since he filed no protest relative to the established completion date, October 1, 1965, for the subject project, either at the submission of bids or the award of the contract, we must assume that his bid properly considered the specified completion date.

We believe it is plainly evident that the contractor's claim of delay due to late completion of grading operations is not founded on true facts, and even though there was merit in his claim, the contract makes no provision for extending the specified completion date for any reason other than for strikes.

For the above reasons, we do not concur in your recommendation to extend the specified completion date of the subject project for other than the 7 workday extension properly included as a provision of Price Agreement No. 5, which this office has previously approved.

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1965
FOR FILING

I-5-1(5 [illegible]

[illegible]

October 18, 1965

R. A. Heintz Constr. Co.,
Kiser Equip. Co. & Ray Kiser Constr. Co.
211 N.E. Columbia Blvd.,
Portland 11, Oregon

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Contract No. 6386, FA Project I-5-1(55)00.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form PR-47, is a requirement for acceptance by the State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engr.

VG:cr
cc: F. D. Morgan
L. H. Young

RECEIVED
OCT 8 - 1965
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 17, 1965

Klaboe

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 11, 1965, on Contract No. 6386, Siskiyou Summit-California Line Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(53)00.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement   Date 10/5/65

Conditions noted on above date:

None.

A. W. Parsons
Division Engineer

By M. E. Martin
M. E. Martin
District Engineer

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
10-7-65

RECEIVED
AUG 12 1965

FOR FILING

Form CD-121
(11-63)

UNITED STATES GOVERNMENT

Memorandum

5-1-(53)00

6286

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 6, 1965

In reply refer to: 08-35.4-DB-2

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(53)00
Siskiyou Summit-California Line Section
Pacific Highway
Revised Completion Date

This is to confirm our verbal approval of the revised completion dates for Interstate Project I-5-1(53)00 as noted in Mr. R. L. Porter's letter dated January 10, 1964 to R. A. Heintz Construction-Kizer Equipment-Ray Kizer Construction.

REFERRED TO
orig to Young - copy to Morgan
BY ASST. STATE HWY. ENGR.
8-12-65

NOTED
F.B. KLABOE

RECEIVED
AUG 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Summit-Calif. Line.

WEEK ENDING: August 6, 1965.

SECTION PREFIX: 615-1012-900

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Siskiyou Summit - California Line Section.

KIND OF WORK: Grading.

CONTRACTOR: Heintz & Kizer

CONTRACT NUMBER: 6386

FEDERAL AID PROJECT NUMBER: I-5-1(53)00

DATE OF CONTRACT: January 30, 1964.

DATE WORK STARTED: February 4, 1964.

ESTIMATED COMPLETION DATE: August 28, 1965

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 40 SUPERVISION 5

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 548

CALENDAR DAYS USED 555

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101.3%

PROJECT AUTHORIZATION $6,965,349.19

EXCLUSIVE OF ENGINEERING $6,470,077.27

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $6,470,077.27

ESTIMATED PERCENT OVERRUN/UNDERRUN 0 %

ENGINEERING AUTHORIZATION $495,316.92

ENGINEERING COST TO DATE $288,000.00

PERCENT OF AUTHORIZATION 58.1 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
99	99.5	99.9					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.42				
MILES PARTIALLY COMPLETED	3.42				
MILES COMPLETED	2.00				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,306,000				
TOTAL QUANTITIES CORRECTED TO DATE	7,027,000				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,020,000				
AVERAGE DAILY QUANTITIES	2,000				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	July 15 on this Section.				
NUMBER OF SHIFTS PER DAY	2				
HOURS PER SHIFT	9				

EQUIPMENT USED DURING THE WEEK 7 Bull Dozers, 3 Blades, 2 - ~~65~~ 657's, 1 Cat & Can, 1 Roller, 1 Comp., 1 Water Wagon, 2 End Dumps, 2 Flatbeds, 3 Bkhoe's, 1-988 F.E. Loader.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair.			
TUESDAY	Fair.			
WEDNESDAY	Fair.			
THURSDAY	Fair.			
FRIDAY	Fair.			
SATURDAY				

BEN GIFFORD

CONSTRUCTION RECEIVED
AUG 9 1965
NOTED ☐ ☐ ☐ ☑ ☐
CE COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 2	Finished Seeding Ln 694 cut. Installing 18" CMP at Ls 654+50. 657's cleaning up Exc. in 670 cut. End Dumps and F.E. loader cleaning up 650 cut. Cleaning benches & slopes are being drug at 650 and 670. Finishing subgrade Ls 681 and/to 712. Finishing on Ls Fill Benches.
TUESDAY 3	Cleaning up excavation in cuts 636, 650 and 670. Cleaning up cut slopes and benches in 650 and 670 cuts. Finishing subgrade Ls 660 - 720. Finishing and cleaning up Fill Benches Ls 677+00. Excavating trench for PMP in Ls 670 cut.
WEDNESDAY 4	Cleaning up excavation in cuts 636, 650 and 670. Cleaning up cut slopes and benches ~~Rt. Ls 677+00. Installing~~ Ln 650 and 620. Cleaning up fill benshes rt. Ls 677+00. Installing Pipe Ls 654+50 and Ln 654+50. Building forms for inlets Ls 638 and 654+50. Excavating trenches for PMP in Ls 670 cut. Finishing subgrade Ls 680 - 670 - Ls 694. - Ls 707.
THURSDAY 5	Cleaning up excavation in 650 and 670 cuts. Cleaning cut slopes and benches in 636, 650 and 670 cuts. Cleaning up and finishing fill slopes and benches in Ls 677 fill. Installing Pipe Ln 654+50 and Ls 670 cut.
FRIDAY 6	Cleaning up Excavation in 650 and 670 cuts. Cleaning benches and cut slopes 636, 650 and 670 cuts. Finishing fill slopes rt. and Lt. Ls 677+00. Blades finishing Ls 685 - 705. Installing Pipe Ln 654+50 and Ls 670.
SATURDAY	

REMARKS

Finishing on Slopes progressing satisfactorily.
Subgrade Finishing slow.

John Quiner II, Ass't Div. Engr. was in office and over Project on Thursday.

Jack C. McCormick
Jack C. McCormick, Res. Engr.

SIGNED ______ LOCATION Ashland, Oregon.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 20 1965
FOR FILING

Form E-208—5M

STATE COPY

EGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date AUG 3 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Siskiyou Summit-California Line
6386
Date August 6, 1965
Highway Pacific
Contract No. 6386
County Jackson
Prefix 615-1012
Contractor R. A. Heintz Constr. Co., Kizer Equip. Co. & Ray Kizer Constr. Co.
F. A. Project No. I-5-1(53)00
Address PO Box 25, Ashland, Oregon
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and remove slide material, place rock inlay & drainage.

Location by station numbers:

Lt. Ls 672+00

Estimate of quantities and cost:

Equipment	$30,000.00
Labor	15,000.00
Materials	5,000.00
Total	$50,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As contained in the Special Provisions, Page 34, Contract 6386. Telephone approval by John Quiner II, Asst. Div. Engr. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$6,965,349.19
Present estimate of project cost, including $50,000.00 for work under this order	$6,965,349.19
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Yonng
~~Deputy State Highway Engineer or Assistant State Highway~~ Engineer
Office

State Printing

Young 8-19-65

A

FORM E-30 50M 3-65 SP*6470-734

I-5-1(53)00

1-2-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 26, 1965
Salem, Oregon

To: Mr. F. B. Klaboe
Assistant Construction Engineer

BUILDING

SUBJECT: Slides on I-5
Construction in Siskiyou Mountains

As requested, an inspection of the I-5 construction from South Ashland to the California Line was made on July 14 and 15 for the purpose of determining slide conditions and adequacy of construction. This inspection was made in company with R. J. VanCleave, Division Soils Engineer, Jack McCormick, Resident Engineer, and Bill Brown, Resident Engineer.

Foundation problems under the tremendous fills on this section were anticipated. Heroic efforts were employed (see copy of attached letter to BPR re - overrun in embankment foundation on Siskiyou Station-Siskiyou Summit Section) to assure stable fill foundations. At the time of inspection all completed or partially completed fills appeared to be stable, with some vertical settlement (several inches) in evidence which was attributed to consolidation.

Cut failures have been relatively minor and I believe have been or will be adequately handled.

A review, section by section, as observed at the time of inspection, is as follows:

SOUTH ASHLAND INTERCHANGE-WALL CREEK, Contract No. 6241, Peter Kiewit Sons' Co., Contractor - 1,776,000 cu. yds. Exc.

Grading and surfacing completed. Minor fill settlements withstood epic floods in good shape. To the left of Station 290 near the toe of a fill slope some sluffing of slope has occurred. This will be corrected by a rock inlay. Depth to solid 5 to 6' -- the sluffing area is outside the main embankment foundation area which had been sub-excavated, and does not effect the integrity of the main fill.

REFERRED TO
Cooper - info only.
By Asst. State Hwy. Engr
W.R.

NOTED
FORREST COOPER

WALL CREEK-SISKIYOU STATION, Contract No. 6454, Slate-Hall, Contractor - 1,791,000 cu. yds. Exc.

Extensive embankment foundation preparation at all locations. This work in progress at time of inspection at Stations 412 and 471 on left. Corrective measures and type of construction are considered thorough and adequate. A cut slide on the right of Station 470 to Station 480 has been repaired satisfactorily.

SISKIYOU STATION-SISKIYOU SUMMIT, Contract No. 6360, Slate-Hall, Contractor - 3,502,000 cu. yds. Exc.

This grading project completed and accepted by BPR on July 22. Some one million cu. yds. of embankment foundation excavation has apparently produced stable fills. While not apparent from observation the fill at Station 630 has been checked for 4 inches of consolidation settlement. To the left of Station 542, again outside the foundation excavation area and main fill, cracks were observed in a waste material area. VanCleave will check foundation conditions before corrective measures. Considerable grading remains to be done to complete the Siskiyou Interchange complex. This work is a part of the Peter Kiewit Sons' surfacing project. Very unstable conditions are obvious here. The problems will be handled based on previous experience.

This section includes the summit cut. Spalling of slopes can be expected here due to nature of material. No major failure is expected.

SISKIYOU SUMMIT-CALIFORNIA LINE, Contract No. 6386, Heintz-Kizer, Contractors - 7,306,100 cu. yds. Exc.

At the time of inspection an estimated 80,000 to 100,000 cu. yds. of excavation remained northerly of Bear Creek. Southerly of the Bear Creek fill grading had been virtually completed. In the fill at Station 750 a settlement of some 12 inches had been restored to grade during finishing operations and the fill now appears "set". The Bear Creek fill was completed to the last few feet. Embankment foundation here was carried to solid, and the fill should remain stable. Minor cut failures were encountered and effectively handled.

The work on this entire section has been referred to as spectacular. Certainly it is tremendous. (Plan quantities of 14,485,000 cu. yds.) It appears at this time the pre-construction planning and on-the-job handling of problems has produced a satisfactory product.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment
cc: L. R. Chandler
Jack McCormick
Bill Brown
R. J. VanCleave

NOTED
F. B. KLABOE

A

RECEIVED
JUL 23 1965

FOR FILING
I-5-1(53)00
6386

July 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Revised Completion Date
Siskiyou Summit-California
Line Section
Pacific Highway
Project No. I-5-1(53)00

Dear Sir:

The matter of the revised completion date for the subject project has been discussed with you on several occasions. As noted in Mr. R. L. Porter's letter of January 10, 1964, to the contractor on the subject project, you indicated verbal concurrence in this matter.

Your formal approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. L. R. Chandler

DES:fp srb

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1965

SUBJECT: Extension of Time
Siskiyou Summit-California
Line Section
Pacific Highway
Contract No. 6386

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a rough draft of a letter to the Bureau of Public Roads requesting their formal concurrence in a revision of the original specified completion dates on the subject contract.

This revision has been the subject of some correspondence and as indicated in Mr. Porter's January 10, 1964 letter to the contractors and his January 14, 1964 letter to the Highway Commission, the matter has been discussed with the Bureau of Public Roads who has verbally concurred. The Bureau of Public Roads has never been formally requested to concur in this matter.

Also attached is a standard Contractor's Request for an Extension of Time.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:fp
Attachments
cc L. H. Young
L. R. Chandler

NOTED
F. B. KLABOE

RECEIVED
JUL 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
July 7, 1965

SUBJECT: Extension of Time
Siskiyou Summit-Calif. Line Section.

To: L. R. Chandler,
Division Engineer.

Enclosed find a copy of a letter from R.A. Heintz dated June 30, 1965. In it Mr. Heintz is requesting consideration for an addition of extension of time to complete the subject project.

In paragraph # 2 of the letter I have been advised by your office that the statement as follows is not true. "It was my understanding at the time that we discussed this project by phone on January 10, 1964 that we would be allowed time equal to the number of days between the award of the contract to Western Contracting Corporation and to R.A. Heintz Construction Co. and Ray Kizer Construction Co. Joint-Venture. This would amount to a forty-three (43) day time extension.

Paragraph # 3, the request for extension of time was received by this office on July 7, 1965 and forwarded to your office the same date.

Paragraph # 4 is essentialy correct.

Paragraph # 5, grade alone between stations 777 to 814+35.51 was accepted July 1, 1965. Some clean up and seeding & Mulching repair work left to do in this area.

Paragraph # 6, Estimate Sta. 698 to sta. 777 will be complete approx. August 1, 1965.

Paragraph # 7, This statement is correct and it is estimated that the earliest date possible for completion of all work is approx. Sept. 1, 1965.

Paragraph # 8, This area is 1,800 ft. long with approx. 3 million yards of Embankment.

Paragraph #9, Damage to 84" Structural Plate was due primarily to Contractors neglect.

Paragraph # 10, This statement is correct.

Paragraph # 11, Perforated Pipe Quantities have over run approx. 41% this date. Embankment Foundation has over ran approx. 12% this date.

Paragraph # 12, Contractor has been limited to either North of South bound excavation in a particular cut.

Paragraph # 13, Contractor has been working two shifts and Saturdays to complete project. He has been concentrating on North bound lanes as far as practical and still keep up production.

Paragraph # 14, Estimate it will be closer to July 31, 1965 before grade will be ready on North bound Sta. Ln 634 - Ln 677.

Paragraph # 15, Contractor is possibly refering to PMP installed in 730 cut at Bid Prices, the contractor has cooperated fully with the surfacing contractor and Bridge contractor in allowing them access to their work.

Contractor did cooperate with Bridge contractor and allow him access to "A" line structure. Area was rutted up, destroying drainage and fill soaked up a great amount of water over the winter. Contractor has had a great deal of compaction trouble on all the area South of Sta. 737.

It is recommended that any consideration possible be given Contractor on a extension of time to complete the project.

Jack C. McCormick, Res. Engr.

c.c. F. D. Morgan, Construction Engr.

c.c. L. R. Chandler, Division Engr.

c.c. File.

JCM:ll

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. BOX 25
ASHLAND, OREGON 97520

July 1, 1965

State of Oregon
Highway Department
2692 No. Pacific Highway
Medford, Oregon

Re: Time Extension
SISKIYOU SUMMIT-CALIFORNIA LINE
Cont. No. 6386

Attention: Jack C. McCormick
Resident Engineer

Gentlemen:

There have been several discussions regarding a time extension for the North end of this project. This letter is to request an extension only in the amount of time stipulated in the attached letter from R. L. Porter, Deputy State Highway Engineer.

We are at present preparing an additional request for time extension for the area between Stations 634+00 and 698+00. This request will follow within a few days.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.
A Joint-Venture

By: R. A. Heintz, President
R. A. HEINTZ CONSTRUCTION CO.
A Partner in the Joint-Venture

RAH:gb
cc: 3 to Addressee
1 to Siskiyou
1 to Engineering
1 to File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6386 Contractor R.A. HEINTZ CONST. CO., KIZER EQUIP. CO. ~~Peter Kiewit Sons Co.~~ AND RAY KIZER CONST. CO.

Highway Pacific

Section Siskiyou Summit - California Line.

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

John [illegible] II
Asst.
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6386
Project designation I-5-1(53)00
State-Federal
Date awarded January 30, 1964
Work started February 4, 1964
Per cent completed 95% - July 7, 1965
Date
Completion Date June 30, 1965- 634 - 698+25.
~~No. of Workdays Allowed~~ July 31, 1965- All Work.
Completion Date This Request- July 15, 1965
~~No. of Workdays Used~~ sta. 634+00 to 698+25.
All Work - August 31, 1965.
~~No. of Added Workdays Requested~~

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 30, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from See below days to —— days, within which to complete our Contract No. 6386, without the assessment of liquidated damages. The said contract is described as follows:

SISKIYOU SUMMIT-CALIFORNIA LINE SECTION - Pacific Highway, Jackson County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Stations 634 00 to 698+26 - Completion extended to July 15, 1965

Stations 698+26 to 814+35.51 - Completion extended to August 31, 1965

Per Letter - [illegible] - Jan. 10, 1964 - R. L Porter, Dep. State Hwy. Engineer

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO., KIZER EQUIP. CO. and RAY KIZER CONSTRUCTION CO., Joint-Venture
Contractor

By R. A. Heintz, Pres. - R. A. Heintz Const. Co.

CONSENT OF SURETY

Date June 30, 1965

We, United Pacific Insurance Co. and Great American Insurance Co., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
Frank Amerata
Attorney-in-fact
By: Frank Amerata, Attorney-in-Fact

Great American Insurance Co.
Resident Agent

UNITED PACIFIC INSURANCE COMPANY
A G Mansfield
By: A. G. Mansfield, Attorney-in-Fact
(SEAL)

Resident Agent
UNITED PACIFIC INSURANCE CO.
A G Mansfield

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. Box 25
ASHLAND, OREGON 97520

June 30, 1965

State of Oregon
Highway Department
2692 No. Pacific Highway
Medford, Oregon

Cont. No. 6386

Re: Time Extension
SISKIYOU SUMMIT-CALIFORNIA LINE

Attention: Jack McCormick
Resident Engineer

Gentlemen:

The attached letter reviews the reasons for our request for additional time. Actual time needed beyond July 15, 1965 for completion of the North area has not yet been fully determined, however, upon completion a time request will be made for enough time to complete the above described area.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.
A Joint-Venture

By: R. A. Heintz, President
R. A. HEINTZ CONSTRUCTION CO.
A Partner in the Joint-Venture

RAH:gb
cc: 3 to Addressee
1 to Siskiyou
1 to Engineering
1 to File

Enclosure

A

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JUL 23 1965

FOR FILING
I-5-1(53)60

T.H.

54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 21, 1965

To: Memo to the File

SUBJECT: Siskiyou Summit-California Line Section, Contract No. 6386

Mr. Bob Heintz and Norm Page stopped into see me this morning. Mr. Heintz advised me that he had submitted a request for an extension of time and that he thought his best case was on the basis of the time elapsed between the award of his contract and the taking of bids being approximately 43 days.

I informed Mr. Heintz that I had researched the question and found that he was given 15 days for the north end of the project and 30 days for the entire project and that no more time could be allotted on this basis.

I further advised him, however, that we would attempt to get some more time on the basis of the overrun of perforated pipe and embankment foundation quantities.

Mr. Heintz indicated that he fully expected to have the entire job completed by August 10, well within the time limitation for the entire job; but since the north end would be the last part finished, it would overrun this portion of the job about 25 days.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young

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JUL 23 1965

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I-5-1(53)CC

6386

Salem, Oregon
July 21, 1965

Mr. F. B. Klaboe
Assistant State Highway Engineer

OFFICE

On July 9, John Bond made a report on the request of Heintz and Kiser for additional time on the Siskiyou Summit-California Line project. Mr. Heintz has based his request on, I believe, 15 seperate points; however, I am not competent to pass judgment on any other than the first one or two.

A copy of my letter of this date to Mr. Heintz is attached. Will you please take the matter from here.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Mr. Victor D. Wolfe

July 21, 1965

R. A. Heintz Construction Co. and
Ray Kizer Construction Co. (Joint Venture)
Post Office Box 25
Ashland, Oregon 97520

Attention: Mr. R. A. Heintz

Dear Mr. Heintz:

Reference is made to your June 30 letter concerning extension of time on the Siskiyou Summit-California Line project on Interstate 5 in Jackson County, Contract 6386.

During your recent visit to this office, I may have seemed somewhat noncommittal on your request for a 43-day time extension because of the time of the contract award. My reason was that I wished to thoroughly check the record and bring myself up-to-date as to what actually transpired. I am enclosing an extract from our file which has to do with the completion dates and which is in line with my understanding. Because of this, we are not in position to recommend anything beyond July 15 for the work between Stations 634+00 and 698+25 and August 31 for the remaining work. This was pointed out in my letter of January 10, 1965, a copy of which is also enclosed.

The remaining reasons in your June 30 request are being examined and considered by the Construction Division. I am not competent to pass judgment on these matters as I have no direct personal knowledge of the conditions that are involved.

If there is anything about the above that is not clear or if you wish at any time to discuss the matter with me further, please feel free to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
encs.
cc Mr. Forrest Cooper; Mr. F. B. Klaboe; Mr. Victor D. Wolfe
Mr. L. R. Chandler

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1965

SUBJECT: Siskiyou Summit-California Line Section
Contract No. 6386
Time Extension Request

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

You referred a copy of R. A. Heintz' June 30 letter to this office for investigation and report which follows, in the same sequence. Attached is a vicinity map with notes added to correlate locations and completion times, both specified and presently estimated.

Para. 2 & 3:

Correspondence available to us indicates commitment for only 15-day extension on north end (to 7-15-65) and 30-day extension on south end (to 8-31-65) as per your January 10, 1964 letter to Heintz-Kizer.

Para. 4:

It is correct that the north end of the job constitutes approximately 33% of the total project length and the south end is the remaining 67%.

Para. 5 & 6:

The grade only from Station 777 (not 755 as stated by Heintz) to the end of the project at 814+35 was ready July 1. This is 21% of the project length and is the section coincident with the existing highway. Our estimate of completion of the rest of the south unit is August 1, so this 21% is all that is expected to be completed prior to the extended earliest completion date of July 15 (which applied to the opposite end of the job nearer the material source).

Para. 7 &8:

Our earliest estimated completion date for entire project is September 1. As of last week end there was an estimated 220,000 cu. yds. to move. The Bear Creek fill is 1800' long, containing 3 million cu. yds., or about 43% of the excavation material, a major component.

NOTED
R. L. PORTER

Para. 9:

The winter damage to the 84" multi-plate pipe in Bear Creek fill was investigated earlier when contractor requested an extra work order for its repair. This was declined because the contractor had not taken precautionary measures which were repeatedly requested by the Engineer.

Para. 10:

It is true that the wet early spring or late winter curtailed production, but under the contract specifications this is not a valid reason for time extension, and unusually good weather has prevailed since.

Para. 11:

Perforated pipe quantities have over-run 41% and embankment foundation 12% to date. These are not believed to have caused any real delay. Drain installations often have opposite effect by helping to dry grading areas up more quickly.

Para. 12:

It is true that the split level grades and safety considerations at times dictate work on one level only. However, this is not a changed condition. It was one of the inherent problems of the project.

Para. 13 & 14:

Contractor has been working two shifts and Saturdays and has been concentrating on northbound lanes as far as practical. This would permit access to already completed grade on adjacent contract with surfacing material via new grade. We believe the northbound grade completion will be July 22 from Stations 677 to 698 and closer to July 31 for the remainder of the north unit to Station 634.

Para. 15:

The grading contractor has cooperated by allowing the bridge contractor access to the stateline interchange structure site; however, early grading at structure sites was a special provision specification requirement.

The structure work during the winter did rut up the grade and cause it to become saturated in the structure area; however, the remaining heavy grading areas were north of here.

Attached is a letter just received from the Resident Engineer showing items of equipment which have been moved on and off the project since May 20. Since June 22 five tractors with scrapers have been moved out, which could have been used effectively up to two weeks longer.

A definite and somewhat difficult completion date was deliberately specified and was stressed to all bidders inquiring about it. The contractor has made a formal request for the additional 15-days for the north unit referred to under Para. 2 and 3 above, but it has not yet reached this office. He has advised that a second formal request for time in addition to the 15 -days will be forthcoming for the north unit.

The contract special provisions for completion time limit on this project are similar to those used on some other contracts on which requests for time extensions have been refused by the Bureau of Public Roads and which very recently have been re-submitted to the Bureau for reconsideration. The surfacing and paving contractor, Peter Kiewit Sons' Co., whose contract includes reference to "estimated" completion dates for the prior grading work the same as the specified completion dates in the grading contract, has given written notice of intent to press claims arising from delay of grade completion.

In summary, we do not believe any of the reasons set forth, except in paragraph 2, and possibly paragraph 11 with more documentation, justify extending completion time.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachment

cc: F. B. Klaboe
L. R. Chandler

FORM E-30X—80M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
July 8, 1965

SUBJECT: Siskiyou Summit-Calif. Line Sect.
Pacific Hwy. Jackson County
Contract # 6386

To: L. R. Chandler,
Division Engineer.

Following is a list of equipment moved off and on Project from May 20, 1965 to July 6, 1965:

5-20-65 - 1 D8 Cat moved in.
5-20-65 - 1 D8 Cat dozer moved in.
5-22-65 - 1 D7 Cat dozer moved out (Finishing tool).
6- 2-65 - 2 Air track drills, 1 - 1200 Compressor moved out.
6- 7-65 - 1 Cat 12E Blade moved in.
6-11-65 - 1 D8 Cat Dozer moved in.
6-17-65 - 1 Air track drill moved in.
6-22-65 - 1 Cat & Can moved out.
6-25-65 - 1 Cat & Can moved out.
6-28-65 - 1 D8 Cat dozer moved out.
7-1 -65 - 1 Cat & Can moved out.
7-5 -65 - 1 Cat & Can moved out.
7-6 -65 - 1 Cat & Can moved out.

Contractor moved 2 air track drills out to soon and consequently got behind on drilling which curtailed production. Contractor started moving Cats & Cans out 6-22-65. This was at least two weeks to soon. These hauling units could have been used effectively until South Bound Cut at Stations Ls 648 was removed. This cut out 10:30 A.M. July 8, 1965.

CONSTRUCTION DIVISION
RECEIVED
JUL 9 1965

Production dropped off from 26,748 C.Y. on June 2, 1965 to 23,530 C.Y. on June 30, 1965, based on Contractors load count.

Jack McCormick

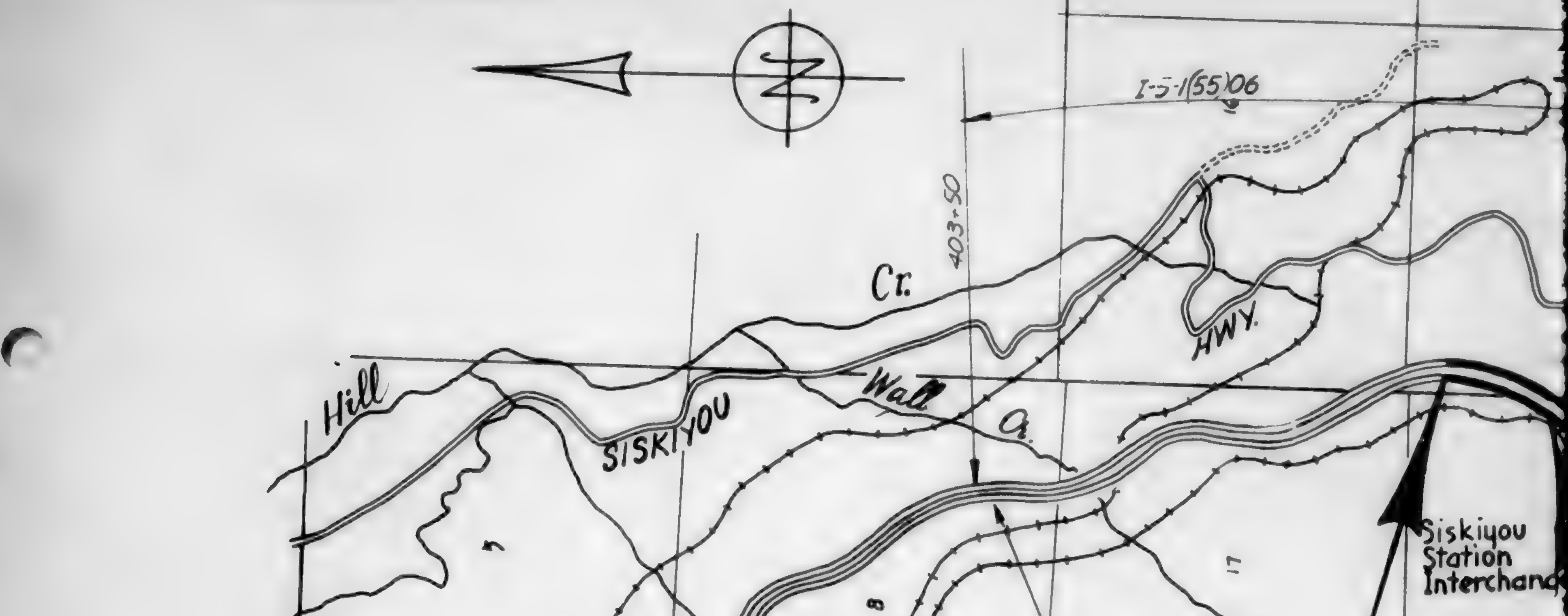
Jack C. McCormick,
Resident Engineer.

c.c. F. D. Morgan, Const. Engr.

c.c. File.

JCM:ll

SISKIYOU STATION - CALIF. LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY


N
I-5-1(55)06
403+50
Cr.
Hill
Wall
Cr.
SISKIYOU
HWY.
S.P.R.R.
FAL R4.1
Tunnel
Slide
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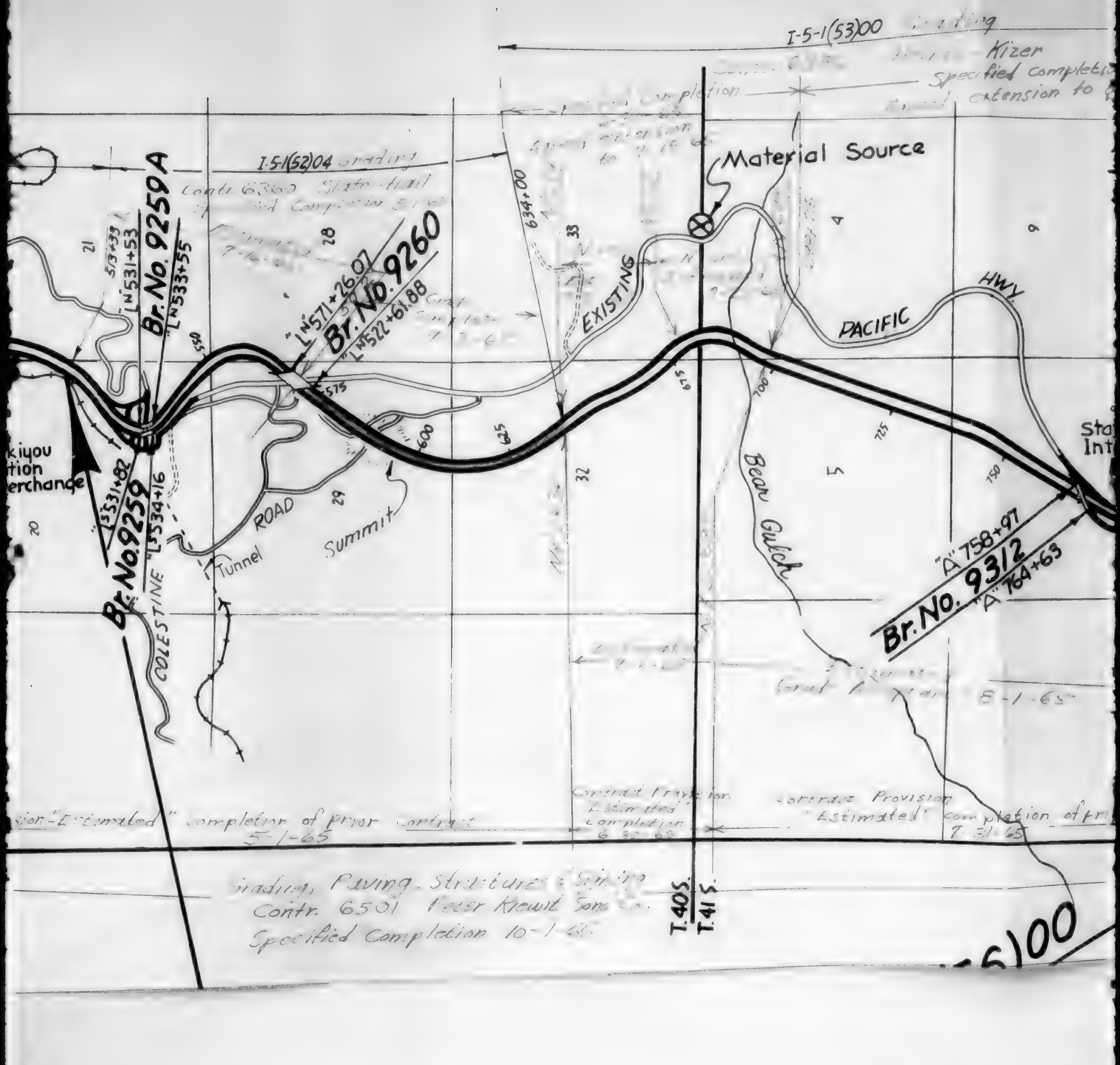
8
17
20
Siskiyou
Station
Interchang
To Ashland
301+23.01 Bk.
EQUA. 305+80.38 Ah.
415+70
492+00
R2E.
R.1E.
Contract Provision "Es
PROJECT


I-5-1(53)00 Grading
Kizer
Specified completion
extension to
completion
Material Source
I-5-1(52)04 Grading
Contr. 6360 State Hwy
Specified Completion
Br. No. 9259A
"L" 531+53
"L" 533+55
513+33
Br. No. 9260
"L" 571+26.07
"L" 522+61.88
634+00
EXISTING
PACIFIC
HWY.
21
28
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4
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32
5
550
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625
675
700
725
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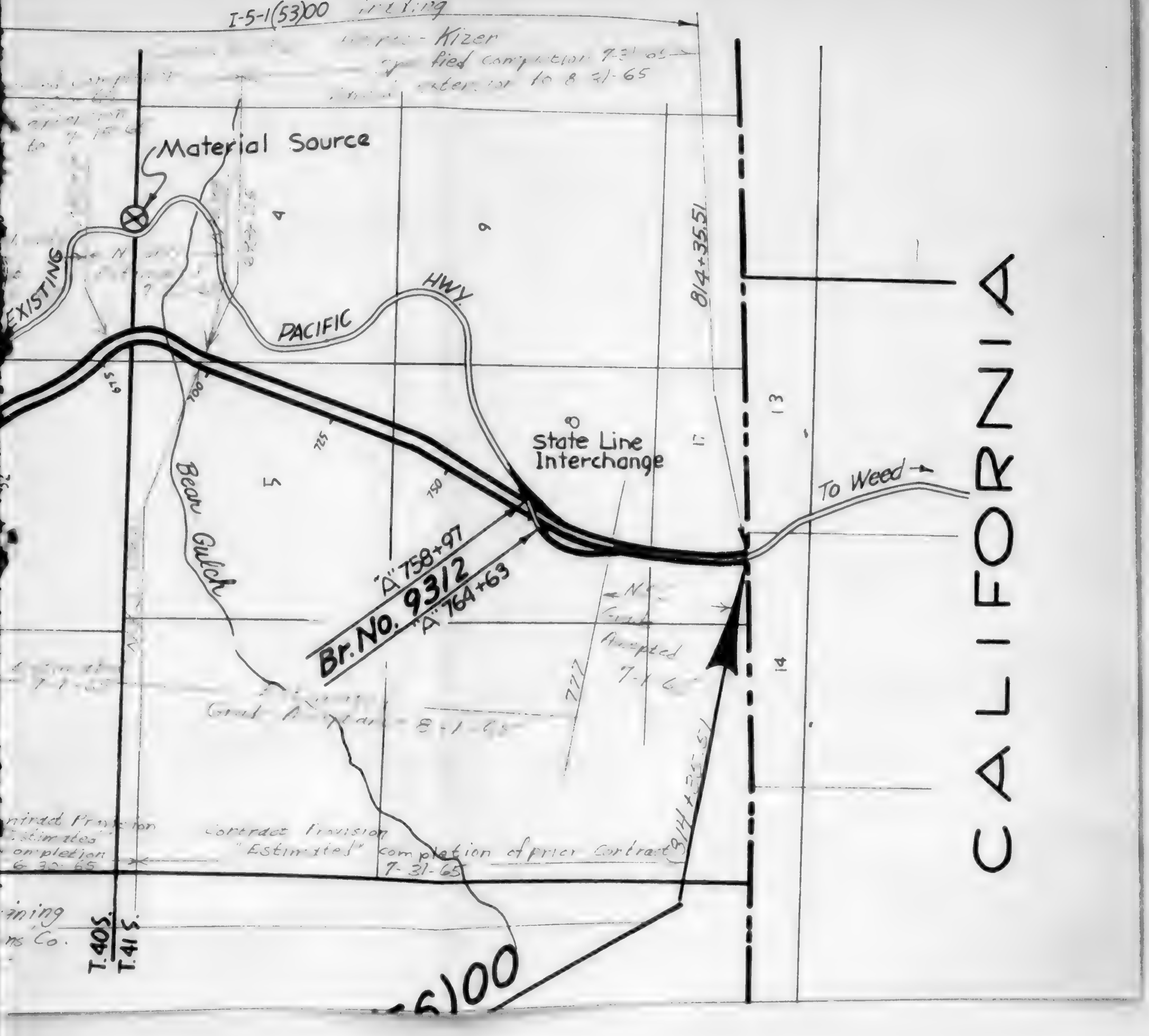
Siskiyou
Station
Interchange
"L" 531+82
"L" 534+16
Br. No. 9259
COLESTINE
ROAD
Tunnel
Summit
Bear Gulch
Sta
Int
"A" 758+97
"A" 764+63
Br. No. 9312
8-1-65
Contract Provision
"Estimated"
completion
6-30-65
Contract Provision
"Estimated" completion of pri
7-31-65
"Estimated" completion of prior contract
5-1-65
Grading, Paving, Structures
Contr. 6501 Peter Kiewit Sons Co.
Specified Completion 10-1-65
T. 40 S.
T. 41 S.
6)00


I-5-1(53)00
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fied completion 9-31-65
extension to 8-31-65
Material Source
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State Line
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"A" 758+97
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"A" 764+63
To Weed
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Grad. Acceptance - 8-1-65
CALIFORNIA
Contract Provision
Estimated
completion
6-30-65
Contract Provision
"Estimated" completion of prior Contract
7-31-65
814+35.51
T.40S.
T.41S.
Co.
6)00

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. BOX 25
ASHLAND, OREGON 97520

June 30, 1965

State of Oregon
Highway Department
Salem, 10, Oregon

Re: Extension of Time
SISKIYOU SUMMIT-CALIFORNIA LINE
Cont. No. 6386

Attention: R. L. Porter
Deputy State Highway Engineer

Gentlemen:

With reference to our conversation of June 25, 1965 at your office, the following is analysis of the above captioned project to date;

It was my understanding at the time that we discussed this project by phone on January 10, 1964 that we would be allowed time equal to the number of days between the award of the contract to Western Contracting Corporation and to R. A. Heintz Construction Co. and Ray Kizer Construction Co. Joint-Venture. This would amount to a forty-three (43) day time extension.

Your letter of the same date extends time between Stations 634+00 and 698+00 to July 15, 1965, an extension of fifteen (15) days, and the balance of the work to August 31, 1965, an extension of thirty-one (31) days. The State Highway Commission officially awarded this contract on January 30, 1964. On February 6, 1964 the contract documents were mailed to the Contractor.

The roadway between Stations 634+00 and 698+00 amounts to only 33% of the area to be surfaced whereas the balance of the contract amounts to the additional 67%. The 67% lays between Stations 698+00 and 814+3551, refered to as the South end of the job.

On June 28, 1965 the roadbed between Stations 755+00 and 814+3551, amounting to 37% of the area to be surfaced, was accepted, sixty-four (64) days in advance of contract completion. The balance of the South section of the job will be completed by July 12, 1965.

NOTED
R. L. PORTER

In summary; 67% of the area to be surfaced will be ready for surfacing prior to the contract completion date.

The North end of this project, between Stations 634+00 and 698+25, will require additional time for final completion. The Contractor has consistantly concentrated on the North-bound lane at the North end. However, work in this area has been carried on under adverse conditions.

The excavation from this area goes into the Bear Creek fill, a limited area as far as production is concerned with the embankment controlling production.

Damage to the 84" Multi-plate Pipe in the Bear Creek fill area caused by flooding conditions in December of 1964 delayed the work.

The excessive moisture in the Spring of 1965 curtailed production.

Over-runs in perforated pipe, and unsuitable excavation in the Bear Creek area have been delaying factors.

The nature of the material, rocks and large boulders, has limited the working areas, increased the working time, and due to the hazardeous working conditions and the safety precautions that the Contractor has maintained, excavation has been limited to either the North- or the South-bound Lane. This work is on a side-hill with the South-bound lane on a lower elevation than the North-bound lane, making it unsafe to work in excavation in both lanes simultaneously. This fact along with the above stated facts have been continuing deterrents to production at the north end of this project.

It has been and will continue to be the Contractor's determination that all effort shall be made, including Saturday work, to complete the North-bound lane on the North end of the job which will link the work north of our contract to be surfaced with the work already completed under this contract on the South end of the project.

Actually, only the South-bound lane on the North end and final clean-up will require additional time beyond the July 15, 1965 date.

The Contractor would like to call your attention to the fact that we cooperated with the State Highway Department on extra work installation in rock of additional pipe in the cut areas. We cooperated with the surfacing subcontractor in all areas, and on the A-Line where the RCDG Structure, 560' in length, crosses the North- and South-bound lanes, both the Main-line and the A-line were blue-topped in this area and finished in the 1964 working season. The Structure was installed during the wet season of 1965. Both the

Main-line and the A-line were torn and rutted to the extent that the drainage was destroyed, allowing the water to saturate the main roadbed and the A-line. It required more than sixty days of drying weather in the Spring and Summer of 1965 to aereate by ripper and blade and reduce the moisture content in this area to where the 95% compaction requirement could be met.

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.
A Joint-Venture

By: R. A. Heintz, President
R. A. HEINTZ CONSTRUCTION CO.

RAH:gb
cc: 3 to Addressee
1 to J.C.McCormick
1 to Siskiyou
1 to Engineering
1 to File

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JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL - 6 1965
OREGON
STATE HIGHWAY COMMISSION

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JAN 17 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1964

SUBJECT:

To: Memo to File

On January 10, I called Mr. R. A. Heintz and asked if he would accept the Siskiyou Summit-California Line job if it were tendered to him, he being the second low bidder. Mr. Heintz stated that he would accept the job and was ready to start work as soon as he was informed that everything was cleared.

Insomuch as considerable time will elapse between the date of the original bid opening (December 17) and the next Commission meeting on January 30, he asked that the completion date be advanced 30 days. After discussing this with the Construction Division, it was felt we could extend the completion date of Unit 1 15 days and the remaining job, 30 days and still have a reasonable chance of completing the paving work in the fall of 1965.

A letter was transmitted to Mr. Heintz in which we suggested that he express his willingness to accept this project with the indicated completion dates. Mr. Heintz telephoned on January 13, stating that the completion dates were o.k. but that he wished to have some more positive understanding as to whether or not the Commission would be apt to award the job to him if he expressed a willingness to accept it. Mr. Jackson was in the office on that date and he expressed a desire to award to the second low bidder in the interest of getting the job under way with the minimum loss of time. Mr. Simpson was called and he concurred in Mr. Jackson's decision. On January 14, Mr. Fridley was called and he also concurred.

I advised Mr. Heintz of the Commission's thinking, told him that this could not be considered as a positive commitment, and told him likewise that all we have from the Bureau of Public Roads at the moment is a verbal expression of concurrence. Mr. Heintz stated that this satisfied him and he would forward his letter of acceptance forthwith.

Mr. Query was asked to examine our record as to what we had done in the past on matters of this kind and a copy of his finding is attached. It appears there is no definite pattern established and that this is a discretionary matter for the Commission to decide.

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RLP:ms
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Floyd Query
Mr. L. H. Young

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JAN 13 1964
FOR FILING

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633

January 10, 1964

R. A. Heintz Construction-
Kiser Equipment-Ray Kiser
Construction
211 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

This is in line with our telephone conversation today relative to the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Project I-5-1(53)00.

We have received official notification from the low bidder (Western Contracting Corporation) that it will not execute the contract. The purpose of this communication is to inquire if you are willing to accept the contract on the basis of your bid of $5,887,361.50, which was opened on December 17. If you will advise us that this is satisfactory, we will recommend the matter to the Highway Commission at its next regular meeting on January 30.

Rather than alter the language in the present contract, it will be preferable if you would indicate your willingness to accept the work at your bid price on the condition that the completion dates be extended to July 15, 1965, for the work between Stations 634+00 and 698+25 and to August 31, 1965, for all of the remaining work. This can then be handled as a time extension. You will note that this provides for only 15 days additional on the first section, which is about the best that can be done and keep this section on schedule. We have discussed this with the Federal Bureau of Public Roads and have the Bureau's verbal concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:cm
BC Bureau of Public Roads
bcc Mr. Forrest Cooper
Mr. Floyd Query
Mr. Lloyd P. Shaw

RECEIVED
JUL 23 1965

FOR FILING
I-5-1(53)00
6386

1

Salem, Oregon
July 21, 1965

Contract No. 6386
Siskiyou Summit-Calif. Line Section
Completion Time Limit

Mr. Jack McCormick
Resident Engineer

BUILDING

Deputy State Highway Engineer Porter's letter, January 10, 1964 to R. A. Heintz Construction-Kiser Equipment-Ray Kiser Construction modified the contract completion time limit. The completion date was extended for work between Stations 634+00 and 698+25 to July 15, 1965 and for all remaining work to August 31, 1965.

Please correct your records accordingly.

L. H. Young
Office Engineer

VT:ed

cc: L. R. Chandler

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JUL 23 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-5-1(53)CO

1,11

Ashland, Oregon
July 15, 1965

To: L. R. Chandler,
Division Engineer.

SUBJECT: Siskiyou Summit-Calif. Line Project.
Pacific Hwy. - Jackson County.
Contract # 6386

Enclosed find a copy of a letter from R. L. Legg, P. K. S. Area Manager regarding access to his work on the subject Project. I have also enclosed a copy of a letter from their office in answer to Mr. Legg. It advises him that he can have access to his work via the Nobth Bound Lanes where his haul road comes out from the crusher on the North End of the Bear Canyon Fill.

I discussed this situation with Mr. Ray Kizer, Contractor on the subject Project and he is cooperating in every way possible to give P. K. S. access. He is going to concentrate on the North Bound Lanes both finishing and excavation to speed up P. K. S. access to the Siskiyou Station-Siskiyou Summit Section of the surfacing Project.

Jack C McCormick
Jack C. McCormick,
Resident Engineer.

c.c. F. D. Morgan, Const. Engr.
c.c. File

NOTED
F.B. KLABOE

JCM:ll

RECEIVED
JUL 20 1965
OFFICE
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
JUL 19 1965

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~XXXXXXX~~
Ashland, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 15, 1965

SUBJECT: Siskiyou Summit-Calif. Line.
Pacific Hwy. - Jackson County.
Contract # 6386

R. L. Legg
Peter Kiewit Son's Co.
711 East Main Street,
Medford, Oregon.

This is to advise you that both Ls and Ln Line on the above subject project from Station 737 to 814+35.51 have been accepted and are ready for your rocking operation.

I dicussed access to this portion of the work with Mr. Ray Kizer, Contractor on the project. He advised this date that he will allow you access through his work to your work on the South End of the project, where your haul road comes out on the North End of the Bear Canyon Fill at Approx. Station Ln 677. Mr. Kizer also anticipates having the cut Stations Ln 664 to Ln 677 out in another week and will allow you access via the North Bound Lanes to the Siskiyou Station - Siskiyou Summit project by approx. July 26, 1965.

You are therefore advised by this office to contact Mr. Kizer in order to coordinate your activities so there will be a minimum of conflict between your operation and his.

Jack C. McCormick

Jack C. McCormick,
Resident Engineer.

c.c. F. D. Morgan, Construction Engr.
c.c. L. R. Chandler, Division Engr.
c.c. Lee Cassels, P. K. S.
c.c. File.
c.c. Ray Kizer, Contractor.

CONSTRUCTION DIVISION
RECEIVED
JUL 16 1965

JCM:ll

RECEIVED
JUL 29 1965

STATE COPY

APPROVED
Contingent upon [illegible] of project [illegible] funds are [illegible].
Date 9 1965 By [illegible]
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

I-5-1(53)00

Project Name	Siskiyou Summit - California Line	Date	June 28, 1965
Highway	Pacific	Contract No.	6386
County	Jackson	Prefix	615-1012
Contractor	R. A. Heintz Const. Co. & Ray Kizer Equip. Co. Kizer Const. Co.	F. A. Project No.	I-5-1(53)00
Address	P. O. Box 25, Ashland, Oregon	Order No.	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Place excess Emb. Material rt. of Sta. Ls 678+77

Location by station numbers: 678+77

Estimate of quantities and cost:

Equipment	40 hrs. at $20.45/hour	$	818.00
Operator	40 hrs. at 5.00/hour		200.00
		$	1,018.00
	15%		152.70
		$	1,170.70

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This material is excess Exc. to be used to strut. outlet channel of 84" struct. plate pipe. It will require extra dozer to place material due to adverse grade. This work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$6,965,349.19
Present estimate of project cost, including $1,170.70 for work under this order	$6,965,349.19
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
XXXXXXXXX Deputy State Highway Engineer
~~Assistant State Highway Engineer or Office Engineer.~~

State Printing

Young 7-30-65

FORM E-30 50M 8-61 30081

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
June 10, 1965

ROSEBURG DIVISION
RECEIVED
JUN 1[illegible] 1965

SUBJECT: Siskiyou Summit-California Line
Job No. - I-5-1(53)00
Contract No. - 6386
Prefix - 615-1012-900
Pacific, Highway
Jackson, County

To: L. R. Chandler,
Division Engineer.

Enclosed find a copy of a letter dated June 4, 1965 from R. A. Heintz and Ray Kizer Construction Co. . The content of the letter is that they will complete the south end of the project from sta. 698+25 to sta. 814+35 by June 15, 1965. There previous estimate of July 1, 1965 is more realistic on this.

That due to the nature to the project (Higher elev. and shorter work season), indications of a number of overrun on quantities, and flood damage to the 84" Structural Plate, the north end of the project will not be completed by the revised date of July 15, 1965.

Overrun on quantities will be on P M P, ~~specification~~ Special Backfill, Drainiage Excavation. There is a possibility of a overrun on General Excavation due to the contractors under cutting of slopes, benches and median peak sections. This being due to the contractors complete disregard of slope stakes, carelessness in bringing down slopes, etc. . It is suggested we pay for neat sections as staked on this which will eliminate this overrun.

A more realistic date for completion of the south end would be July 1, 1965, as I think Mr. Kizer is somewhat optimistic with his date of June 15, 1965.

Estimated completion date for the north end of the project is August 15, 1965. This of course is for all finishing, Seeding, etc. . The subgrade on the north portions should be ready for rock by August 1, 1965.

Contract Finish Date	Proposed Exstention of Time	Estimated Finish Date
Sta. 634+00 to 698+25 is June 30, 1965.	Sta. 634+00 to 698+25 is July 15, 1965.	Sta. 634+00 to 698+25 is August 15, 1965.
Sta. 698+25 to 814+35.5 is July 31, 1965.	Sta. 698+25 to 814+35.5 is August 31, 1965.	Sta. 698+25 to 814+35.5 is July 1, 1965.

Jack C. McCormick
Resident Engineer

JCM:ll

Roseburg, Oregon
June 15, 1965

F. D. Morgan
Construction Engineer
Salem, Oregon

Herewith a report from Jack McCormick, Resident Engineer on the Siskiyou Summit-California Line Section and a copy of a letter from Ray Kizer, one of the joint venture contractors on the above mentioned project. Mr. Kizer is slightly more optimistic than Jack McCormick as to finish dates and I am, by copy of this letter, having Mr. McCormick advise me one week ahead of time, when each section will be completed. We will then, at that time, advise the Kiewit Co. contractors on the surfacing of this and the other project, that the roadway will be ready for them at that time.

L. R. Chandler
DIVISION ENGINEER

LRC:lf
Attach.

cc: Jack McCormick

Q

NOTED
J. B. BOYD

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. BOX 25
ASHLAND, OREGON 97520

June 4, 1965

State Of Oregon Highway Department
Ashland, Oregon

Re: Siskiyou Summit-California Line
Section - Contract #6386
Extension of Time

Attention: Jack C. McCormick, Resident Engineer

Gentlemen:

Reference our letter dated March 4, 1965, second paragraph which states that completion of project between Station 698+25 to Station 814+35 can be completed by July 1, 1965. Through concentrated effort, two nine hour shifts, six days a week, the contractor is able to revise his completion on the above stations and will be completed by June 15, 1965 in the above described area. The balance of the job from Station 634+00 to Station 698+25 is at a higher elevation with a shorter work season with indications of over run in a number of quantities in this area. Lost time due to January flood conditions which destroyed a part of the 84" plate structure could cause a possible delay on the northern end of the job.

Work on the north end of the project is being concentrated on the north bound lane. Contractor anticipates completion of the north bound lane in accordance with the contract date (as modified). Contractor feels under these conditions and in view of the fact that the southern part of the job was completed sixty days previous to the contract stipulation as modified, if needed the contractor should have consideration in reference to a time extension for completion of the area between Station 634+00 to Station 698+25.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO. &
RAY KIZER CONSTRUCTION CO.
(A Joint Venture)
Ray Kizer
Ray Kizer

Rohde

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH A. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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[illegible] 2 1965

6441

NOTED
G. E. Rohde

January 19, 1965

Mr. Norman B. Kobin
Attorney at Law
314 Oregon Bank Building
Portland 4, Oregon

Re: Claim of Claude J. Miller
State vs. Miller, et al
Case No. 63-1077-L
Our File L-4479 R-36053

Dear Mr. Kobin:

Your letter of October 29, 1964, wherein you tender to the State defense of the claim of Claude J. Miller against your clients, Heintz-Kizer Construction Company, has passed through numerous hands, and was recently handed to the undersigned for reply.

The exact nature of Mr. Miller's claim and the acts upon which it is founded seem to escape definition, at least from the information presently available to us. Accordingly, we must and hereby do decline the tender of defense.

To the extent, however, that the claim may be founded upon acts of your clients within our right of way, necessarily and properly performed in carrying out the construction project, it appears that a sufficient defense would be the State's right to possession of the property under condemnation from Mr. Miller.

A Complaint seeking condemnation of that portion of Mr. Miller's real property which was necessary for highway purposes, some 76.5 acres, was filed on December 17, and service was made on Mr. Miller on December 20, 1963. Pursuant to ORS 366.390, we thereupon became entitled to immediate possession. (An Amended Complaint describing an additional 1.15 acres was filed on October 9, 1964.)

It is also noted that proceedings were commenced earlier to acquire 29.8 acres from Mr. Miller, et al, for the purpose of obtaining road-building materials. (Our file L-4357, Jackson County Circuit Court No. 63-566-2.) That case was settled and dismissed by stipulation on June 11, 1964.

While we believe that the State's right to possession of the respective parcels involved will afford your clients a partial or possibly a complete defense, it is also apparent that Mr. Miller is relying to some extent on alleged acts on his remaining land, or allegedly negligent acts on or off the right of way. Hence, we must, and do, reject your tender of defense.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: W. T. Wright
Glen Sorensen
G. E. Rohde

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FOR FILING

6376

November 4, 1964

Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. Norman B. Kobin

Gentlemen:

This will acknowledge your letter of October 29 concerning a claim made by Claude Miller against Heintz-Kiser Construction Company, Contract No. 6386, on the Siskiyou Summit-California Line Section of the Pacific Highway.

The letter also states that defense of the claim is being tendered to the State Highway Department.

I am referring your letter and attached correspondence to our Chief Counsel, Mr. George Rohde, for such action as is necessary.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Mr. George Rohde

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
LEO LEVENSON
OF COUNSEL

CAPITOL 3-1108

October 29, 1964

Mr. Floyd L. Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Heintz-Kizer Construction Co.
Siskiyou Summit, California
Line Section
Pacific Highway Project 1-5-1(53)00

Dear Sir:

On or about October 7, 1964, the noted joint venture received the original of the enclosed copy of letter from Claude Miller, 12299 Highway 99 South, Ashland, Oregon. As you will note from this letter, claims were made in the amount of $25,000.00 for the alleged removal of material and damage allegedly caused by fire, and the further sum of $150,000.00 for the removal of minerals. Upon further inquiry made by the writer of Mr. Miller on October 16, 1964, I received the original of the enclosed copy of letter dated October 21, 1964. I also enclose a copy of my letter of October 16, 1964, directed to Mr. Miller, so that you may better understand his letter of October 21, 1964.

It would appear that substantially all of Mr. Miller's claims are predicated upon an alleged invasion of his property. It would also appear from my client's report to me that the condemnation proceedings for the right of way which you furnished to us to effect job prosecution has not as yet been completed.

Under your contract your are obliged to furnish a right of way to us for job prosecution. We are therefore tendering to you the defense of this claim being urged against us and ask that you indemnify and hold us harmless from any damages of expense with respect thereto. Be assured that my clients and this office will furnish every assistance within our power to resist Mr. Miller's demands. In the event the basic assumptions upon which I predicate this request are incorrect, I would appreciate your advising me forthwith so that I may take such action as may be necessary to protect my client's interest.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:dc

cc: Mr. Jack C. McCormack
Resident Engineer
Oregon State Highway Department
Ashland, Oregon

cc: Mr. George Rohde
Chief Attorney
Oregon State Highway Commission
Salem, Oregon

cc: R. A. Heintz Construction Co. and
Ray Kizer Construction Co.
P. O. Box 25
Ashland, Oregon 97520

cc: R. A. Heintz Construction Co. and
Ray Kizer Construction Co.
P. O. Box 1805
Portland, Oregon

RECEIVED
OCT 30 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

August 10, 1964

08-35.4-6B

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By: H. E. Martin
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(53)00
Siskiyou Summit-California Line Section
Installation of horizontal drainage by state forces
State Force Order No. 4

Reference is made to your letter dated August 6, 1964 concerning subject order.

We are approving the use of State forces, effective August 4, 1964, as being in the public interest under provisions of PPM 21-4.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and thereby prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

This approval is given with the understanding that a revised project agreement will be submitted, at your earliest convenience, to authorize additional funds for this work.

A signed copy of the order is returned herewith.

NOTED
LLOYD P. SHAW

Form A-105—5M

STATE COPY

APPROVED
Contingent upon modification of project agreement [illegible] additional funds [illegible]
Date AUG 4 1964 M. E. Martin
Title Dist Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Siskiyou Summit-California Line Date July 27, 1964, 19

Highway Pacific Contract No. 6386 F. A. Project No. I-5-1(53)00

County Jackson Prefix 615-1012 Account No. 233

Description of Work To Be Done:

Drill and install horizontal drains where needed.

Location by Station Numbers:

Entire project as required.
Station 634+00 - 814+35

Estimate of Quantities and Costs:

Labor	$ 6,000.00
Equipment	6,000.00
Material	3,000.00
Total	$15,000.00

Explanation:

Horizontal drains advisable in several embankment trenches and cuts throughout project. State crews are available to perform this work. Work has not begun.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$6,965,394.19
Present estimate of project cost, including $15,000.00 for work under this order	$6,965,394.19
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack McCormick Resident Engineer

Approval Recommended: /s/ G. L. Decker Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ L. W. Rulien Division Engineer

Approved: /s/ L. H. Young Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM 2-1234 [illegible]

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 30, 1964

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Co-axial Cable Protection near Station 748
Siskiyou Summit-California State Line Section
Pacific Highway - Jackson County
Project No. I-5-1(53)00
Contract No. 6386

Gentlemen:

Your estimate and sketch map for the protection of your co-axial cable near Station 748 on this project, as submitted with your letter of June 10, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of July 24, 1964.

Reimbursement for the work performed subsequent to July 24, 1964, in the amount of $259.50, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
Jack McCormick
R. L. Lammert
P. R. Barnhart

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JUL 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG - 4 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 29, 1964
Salem, Oregon

SUBJECT: Siskiyou Station-California State Line
Pacific Highway (FA - 3)
Jackson County

To: F. D. Morgan
Construction Engineer
O F F I C E

Attention: G. L. Decker

Listed below are various Frontage Roads, Connection, etc., that were inadvertently omitted from the "Project Base Design" for Paving, dated May 8, 1964:

Other Roads	T.C.	Wear. Surf.	Level	Base	CBE	Actual Thick.
"[illegible]" Line	7.2	3" AC	2"	10½"	18½"	15½"
"[illegible]" Line	5.8	2" AC	2"	9½"	15½"	13½"
"[illegible]" Line	4.6	3" 3/4"-0		9"	12"	12"
"SP" Line	3.6	3" 3/4"-0		6"	9"	9"

F W Yarbrough
F. W. Yarbrough
Staff Assistant

cc: B.P.R.
Lloyd P. Shaw
F.W. Harra
L.R. Chandler
J. McCormick
D. Haller
V.G. O'Neil
F.L. Hall
R.J. VanCleave
B. Gifford
D. Trout

NOTED
LLOYD P. SHAW

RECEIVED
AUG 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1964

477 Cottage Street, N. E.
Salem, Oregon 97301

July 24, 1964

Original signed by
M. E. Martin
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-1(53)00
Siskiyou Summit - California State Line Section
Pacific N.W. Bell Telephone Company Utility Adjustment (Revised)

Our memorandum of February 17, 1964 approved the plans, estimate and agreement for the above mentioned utility adjustment and also gave confirmation of our verbal authorization to proceed with the work effective February 12, 1964.

We now approve the additional work as evidenced by the letters, estimate and sketch attached to Mr. Litchfield's July 21, 1964 letter for a lump sum of $259.50. This office is satisfied that the contract method is in the public interest as previously covered by our February 17, 1964 memorandum. You are authorized to proceed with this additional work effective this date.

NOTED
LLOYD E. SHAW

RECEIVED
JUL 27 1964

RECEIVED
JUL 20 1964
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

July 10, 1964

08-35-DB

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec
Assistant Division Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

Oregon Project I-5-1(53)00
Siskiyou Summit-California State Line Section
Inspection-in-Depth

Attached please find two copies of the subject inspection-in-depth made on June 9-10, 1964.

Although the report is generally complementary, some important points were emphasized, such as, sub-standard signing and field testing details.

Since all items noted in the report, under "Summary of Findings" and "Recommendations", were discussed on the project, with representatives of the Highway Department, it is felt that no follow-up will be required other than normal construction inspections.

It is our opinion that Mr. McCormick, Resident Engineer, and his crew have a well managed project and the end result should be a very satisfactory facility.

Attached: 2 copies Insp. Report

original To Morgan with attach.
cc Young " "
7-14-64

Form PR-35
(5-2-56)

Region 8
Division Oregon
Project No. I-5-1(53)00

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

INSPECTION-IN-DEPTH
Report on Grading operations

Inspection made by A.K. Negley & D.L. Levien, Construction Section
Date Inspection Made: 6/9-10/64

In company with F. Mills, Area Engineer and Cliff Christianson, Ass't. Area Engr., Oregon Division; and Larry Rulien, Ass't. Division Engr; John Walker, Field Testing Engr.; and Jack McCormick, Project Engineer, Oregon State Highway Department.

Time spent on inspection: Preliminary review of plans, proposal and project file - 8 hrs.; travel - 15 hrs.; field - 14 hrs.; write-up - 8 hrs.

I-5-1(53)00 SISKIYOU SUMMIT - CALIFORNIA STATE LINE SECTION

(Pacific Highway)

Description of Improvement: Grading and Drainage
Length: 3.400 miles
* Contractor: R. A. Heintz Construction Company - Kizer Equipment - Ray Kizer Construction, Portland, Oregon
* Award Date: January 30, 1964
Contract Amount: $5,887,361.50
Time Allowed: Station 634+00 to 698+25 to be completed by June 30, 1965, and all work to be completed by July 31, 1965.
Time Started: February 4, 1964 Work Started: February 4, 1964
Project is 22% complete and 24% of the time allowed has been used.
Percent engineering to date: 13%

WORK IN PROCESS:

Drilling in rock at Station 665.
Compressor; Wagon drill, 2 drillers.

---

* This project awarded to the second low bidder since the low bidder (4,874,858) refused to accept award and sign the contract, claiming error in judgment in connection with the classification of materials to be excavated upon which they based their computations for the General Excavation Item Low bidders' bid proposal guaranty is to be credited to the project pending a court decision on the matter.

Excavating in cut, Station 687± (foundation excavation).
Two D-8 tractors with 18 cu.yd. scrapers, one D-8 pushcat with dozer.
Hauling and wasting in disposal area, right of Station 684.
Excavating roadway, Station 714±.
Five D-8 tractors with scrapers.
Two D-8 tractors pushing; one with ripper.
Placing in fill, Station 719±; one D-8 with sheepsfoot.
One water truck.
Backfilling and 15" CMP, Station 721±.
One compressor. Two men with air tampers compacting backfill in trench.
Excavation was in progress at Station 730±.
Five rubber-tire scrapers were hauling to Station 744.
Four D-8 pushcats were being used. Two motor patrol graders and a D-8 tractor with a sheepsfoot compactor were operating within the loading and disposal area.
A rock knob at Station 733 had been drilled and loaded, and the charge was detonated while the inspecting team was nearby.
An excavation unit consisting of two Caterpillar-657 scrapers, two pushcats, one motor patrol grader, and a D-8 tractor with sheepsfoot tamper was loading at Station 808 and hauling to Station 804.

This project was selected for an inspection-in-depth to permit an evaluation of the project administration on an extremely heavy grading contract.

Since there are involved, in excess of 18,000 cubic yards of structure excavation, 304,000 cubic yards of embankment foundation excavation and 6,300,000 cubic yards of general excavation, it is importatn that the compaction of the many embankments be carefully controlled. Extensive exploration was carried on by the State in connection with the design. We were informed that prospective bidders performed exploratory drilling in addition to that done by the State.

Clearing and grubbing operations were essentially complete.

The project has been staked and cross-section notes are being checked in the field. They will be sent to I.B.M. shortly for computing, and the field expects to have them back within a month. In the meantime, there have been checks made on plotted sections often enough to assure reasonable comparison between design and staked quantity.

A good deal of the planned 22,000 lineal feet of underdrain planned for drainage of the wet hillsides, and deep draws had been installed and were functioning.

SUMMARY OF FINDINGS:

Project management and administration appeared excellent. Vehicles for engineering included a four-wheel drive Scout which makes access to most parts of the work possible under extremely adverse weather and construction conditions.

Copies of the Informational Guide on Project Procedures were available in the resident engineer's office.

An office chart is maintained showing the location of each compaction test both in plan and profile. A review of these charts gave evidence of the effort to obtain a proper dispersal of compaction testing over the areas involved.

A field office review of 620 compaction tests recorded through June 5 showed that positive results had been obtained in all cases. The best estimate available showed 1,395,000 cubic yards of excavation during the test period recorded or an average of one test for each 2,250 cubic yards. This is well within the recommended one test for each 2000-4000 cubic yards shown in Oregon's Field Job Control Manual. It should be noted, however, that many of the recorded tests were below limits and required retesting; also, that many of the recorded tests were in trenches and small areas where lesser quantity is represented.

The mechanics of taking a field compaction test were observed at Station 719. This test was performed by Messrs. Del Wagner and Terry Pierson who are regularly assigned to compaction testing and grading inspection. During this observation, it was noted that a knife-edge had been lost from the beam of the Howe Scale and that it had been replaced with two bent nails. It was also noted that the moisture test was delayed. Comparison of the test information with curves available in the field showed the compaction to be adequate and moisture at or below optimum. A sample of the material from the hole was saved and taken to the field laboratory where a check compaction curve was run to assure that field data used was satisfactory. This operation was also observed. In connection with the density tests, it was noted that the technicians were using the Washington Densometer and the Harvard miniature mold for the establishment of the moisture-density relationship and compaction determination. This is in accord with Oregon State Standard Procedures as covered in Article 2.4.18 of the special provisions for this project.

A check was made to determine how sprinkling quantities were obtained and supported. It was found that the truck driver maintains a record of the number of loads of water hauled and hands this information to the engineer. Occasional checks and observations are made to assure the accuracy of the quantity so determined but no full-time inspector is assigned to keep track of sprinkling quantities.

The specifications for the item of "Special Backfill in Drains" mention compacting. It is well known that material graded according to the specifications under this item normally cannot be compacted.

There is only minor traffic conflict on the project. It was noted, however, that signing at construction areas was not in accordance with recommendations as outlined in the Oregon sign manual.

RECOMMENDATIONS:

As noted in the Summary of Findings, the weighing equipment being used in connection with the field compaction testing was in poor condition. Mr. John Walker, Field Testing Engineer for the State, assured us that new scales had been ordered for this project. A new set of scales did arrive on the project while we were there, but they were the wrong kind, being too delicate for field use, and had to be returned. We were assured that shipment of a replacement would be expedited.

It is recommended that the State emphasize in their schools the need for extreme care in handling testing equipment to assure that parts are not lost or damaged.

The small amount of material used in obtaining moisture content makes this sample extremely susceptible to moisture loss, especially during hot weather. The material for the moisture test should be lifted and the test made as soon as possible after the hole is dug.

The specifications state, "the measurement of the water will be made in the sprinkling tanks at the points at which the sprinkling is to begin." It is recognized that there may be many times when the quantity or dollar value of water being delivered will not justify maintaining a full-time checker for this purpose. There will be times when it will be desirable to maintain this man for the value he can give as a grading inspector and other times when the amount of water being delivered is sufficient to warrant the full-time employee. It is recommended that the project records be sufficiently documented to assure there has been sufficient consideration given the method chosen for this quantity control.

No recommendation is made regarding the "Special Backfill in Drains." The specifications state the material should be sufficiently compacted to support the pipe. It is conceivable that the material could be damp and "bulked" and need compaction. Since there are other areas where we speak of compaction as a percentage of some fixed maximum, it appears there should be care used and some enforceable percentage stated when compaction is used in a specification.

When the matter of construction signing was discussed, it was determined there were adequate signs available on the work. The contractor had found opportunity to lay them aside and, when reminded of the need, took immediate action and had them all replaced.

SUPPORTING DETAIL AND DISCUSSION:

Engineering. Engineering control of the phases covered by this inspection appeared excellent. Mr. Jack McCormick, the Project Engineer, has a good organization. His officeman was efficient and cooperative and had all the records we requested. Field crews were observed in action on the project testing, staking, and remeasuring.

The files covering compaction tests, laboratory tests on drainage pipe, reinforcing steel, fencing materials, aggregate, and cement were viewed in the field office and found to be satisfactory.

The observed compaction test was taken in the prescribed manner. Oregon's standard procedure recommends a hole volume of 0.15 cu.ft. if possible. This test and many others was less than 0.10. A reduction in hole volume increases the possibility that the test may not represent the full lift thickness intended. The determination of the 100 percent relative maximum density was made by Ben Haynes, a lab technician. He had excellent equipment for the purpose and performed the test using the Harvard Miniature Compaction device in a very professional manner.

There were field records showing inspection of shipments of materials received in the field. These reports showed that there had been some rejection of material at the field level. Among the items rejected were some Full-Flo underdrain and some helically formed pipe damaged in shipment. Samples of some of the rejected materials have been forwarded from the field to the State laboratory at Salem for such observation and additional testing as may be required to establish if there is a basis for eliminating these materials on future work. Plotted cross-sections were viewed which supported the embankment foundation excavation quantities, waste, and other requirements.

Our review of the pipe requirements for the project revealed that in an apparent attempt to simplify the requirement pertaining to IM 40-3-62 (Product Selection and Bidding Procedure), the State has apparently consolidated all the pipes in a given category, such as metal, into one item. This would have no effect so long as there was no change from plan quantity. In the item noted (No. 23, 24-inch Metal Pipe), there are included 10-, 12- and 14-gauge pipe. Our review indicated a considerable difference between the bid amount and the plan amount of the item which will no doubt necessitate a change.

Construction. The record indicates rather poor progress to date on this contract. It was apparent during the inspection that much had been accomplished in the way of preparatory work such as clearing and grubbing, embankment foundation, and special drainage. This will permit almost unlimited access to the various parts of the project with the result that whenever conditions are completely favorable, work can proceed at any rate the contractor desires. We were informed that present plans include a stepped-up schedule that will account for sufficient production to improve the rate of the progress in a very short time.

There are numerous outcroppings of rock which delay excavation to some extent. A grading inspector was noted as he instructed the dozer operator on the grade relative to disposition of a nest of boulders. Discussion with the compaction testing technician revealed that he must judge quite often whether or not an area selected is too rocky to test or if reasonable results can be expected if a test is performed. The examination of the test records showed that these decisions were made a matter of record.

Signing on the project was compared with the standards outlined in Part V of the MUTCD and with the Oregon MUTCD. There was not conformance with either and since the contract mentions the State laws, we referred specifically to the Oregon MUTCD even though it was dated 1957. As soon as the Project Engineer was alerted on this matter, he contacted the contractor representative and there was immediate response. We were informed that the contractor had a sufficient number of the correct signs on hand, that they had been in place earlier, and that the reason we found them below standard was a failure on the part of the contractor to keep them up. This is an important matter, and everyone connected with project administration should observe the signing and insist that there be full compliance with this contract requirement.

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JUL 20 1964
FOR FILING

Form B-20

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

~~Project Name~~ ~~Siskiyou~~ Summit - California Line Date June 25, 1964

Highway Pacific Contract No. 63[illegible]

County Jackson County Prefix 615-1012

Contractor R. A. Heintz Const. Co. Kizer Equip. Co. Ray Kizer Const. Project No. 1-5-1(53)00

Address P. O. Box 25, Ashland, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 12" perforated metal drain pipe right of Ls 787+00 and connect to old drain tunnel.

Location by station numbers:

Ls 787+00

Estimate of quantities and cost:

Equipment	$ 500.00
Labor	300.00
Materials	1,050.00
Total	$ 1,850.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This drain tunnel did not show on plans and work was not included in original contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $ 6,965,394.1

Present estimate of project cost, including $ 1,850.00 for work under this order $ 6,965,394.1

Expected under-run / over-run amount . . . . $ 0

Expected under-run / over-run per cent 0

Space to right of this is for use of Salem Office

Submitted by: /s/ J. E. Holland
Assistant Resident Engineer

Approval Recommended: /s/ G. L. Decker
Assistant Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner
Assistant Division Engineer

Approved /s/ L. H. Young
Office Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing

original to Young
7-14-64

RECEIVED
APR 17 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

April 15, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

Original [illegible]
M. E. Martin
[illegible]neer

By M. E. Martin
District Engineer

Oregon Project I-5-1(53)00
Siskiyou Summit-California Line Section
Move field office

Plans and estimate for the above portion of subject project have been reviewed and are hereby approved. You are authorized to obtain competitive bids from local firms for the work as requested by Mr. Young's April 13, 1964 letter. An approved copy of your Order for State Force Work, which we understand is being used for bookkeeping purposes only, is returned herewith.

Attach.

NOTED
LLOYD P. SHAW

original to Young
with attach.
4-17-64

RECEIVED
APR 14 1964
FOR FILING

6311

April 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 900, covering the relocation of Field Engineering Office Building on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Contract No. 6386 in connection with Federal-Aid Project No. I-5-1(53)00.

It is necessary to move the building which has been used as a Field office and testing building from the South Ashland Interchange-Wall Creek Section. It is needed for the same purpose on this and future projects from Siskiyou to the California Line.

The moving is to be done by a commercial house mover, selected by taking bids from local firms. The total estimated amount of the work is $450 with Federal participation of $405.

This work was verbally approved by the BPR District Engineer as an engineering cost April 9, 1964. Your approval under the provisions of PPM 21-6.3 as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cr

Enc.

HER 12653-1-50M-7-63

RECEIVED
APR 2 1964

FOR FILING

March 31, 1964

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen: Reply: Attention R. J. Vann

We would like to obtain bond information in connection with the work to be performed by Heintz, Kiser Construction Company (joint venture), Ashland, Oregon on the following project:

Oregon Highway Project No. I-15-1(30)00, 3.4 miles of grading on Siskiyou Summit - California line section of Pacific Highway about 12 miles south of Ashland, Oregon.

The information we desire is as follows:

Is the above concern the prime or sub-contractor on this project?

If sub-contractor, name and address of prime contractor.

Total amount of contract.

Amount of labor and material bond.

Name and address of bonding company.

Date of award and expected completion date.

For your convenience, self-addressed, stamped envelope enclosed.

We appreciate your helpfulness.

Cordially yours,

L. W. Early

L. W. EARLY
REGIONAL SALES MANAGER

RJVann:mnr

Information sent 4-2-64
rm

NOTED
C. W. HEAD

RECEIVED
MAR 30 1964

FOR FILING

March 27, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering extra clearing, fill material and drainage facilities at the south end of project on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Contract No. 6386 in connection with Federal-Aid Project No. I-5-1(53)00.

This work is necessary to complete the embankment and taper it out so that water will not pond behind a partial fill. The cleaning of existing culverts to insure proper drainage is also necessary. The 24" pipe at Station 813+85 has failed. It is planned to use this pipe as a conduit for 6" perforated pipe and backfilling with sand for greater strength.

This work was verbally recommended for approval by the BPR Area Engineer, March 24, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
MAR 9 - 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1964

SUBJECT: Survey Stakes
Siskiyou Summit-California Line
Contract No. 6386

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

Reference is made to a letter written by Mr. Jack McCormick Resident Engineer on the subject mentioned project concerning survey stakes destroyed by the contractor.

I presume this letter is to establish a backlog for preparation of billing the contractor for replacing these stakes. I also presume that Mr. McCormick is keeping track of the cost of replacing survey stakes which have been destroyed by the contractor.

If this is not being done, I suggest that Mr. McCormick do so.

F. D. Morgan
Construction Engineer

FDM:fp
cc Lloyd Shaw
Jack McCormick

LLOYD I. SHAW

RECEIVED
MAR 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1964
FOR FILING

February 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 274, covering the revision of construction identification signs on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Contract No. 6386 in connection with Federal-Aid Project No. I-5-1(53)00.

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January [illegible], 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40.00 with Federal participation of $36.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
FEB 20 [illegible]

FOR FILE

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

February 17, 1964

Original Signed By

A. W. Parsons
Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-1(53)00
Siskiyou Summit - California State Line Section
Pacific N. W. Bell Telephone Company Utility Adjustment

Our memorandum dated November 26, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated December 4, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated February 10, 1964, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated February 11, 1964. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved.

Our program memorandum dated November 21, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were verbally authorized to proceed with actual adjustments for the above-mentioned utility effective February 12, 1964. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
2-20-64

NOTED
LLOYD P. SHAW

RECEIVED
FEB 17 1964
FOR FILING

6386

February 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Contract No. 6386 in connection with Federal-Aid Project No. I-5-1(53)00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CWT:bb

RECEIVED
FEB 13 1964
FOR FILING

February 13, 1964

R. A. Heintz Construction Co.,
Ray Kizer Construction Co. &
Kizer Equipment Co.
211 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

We have received a letter, dated February 11, from the State Industrial Accident Commission advising that your joint venture on Contract No. 6386 is not registered with the Industrial Accident Commission.

It may be that you have already started this registration but, if not, please do so as soon as possible.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
State Industrial Accident Commission
Labor and Industries Building
Salem, Oregon
Attn.: Mr. R. G. Savage, Director
Employer Coverage Division

FQ:fp

RECEIVED
JAN 31 1964

FOR FILING

[illegible]

6386

January 31, 1964

R. A. Heintz Construction Company,
Kizer Equipment Co., & Ray Kizer Construction Co.
211 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, awarded to you State Highway Contract No. 6386 for grading the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County.

This award was based on your second low bid of $5,887,361.50 which was submitted to the Commission on December 17, 1963, for this project. The low bidder refused to enter into the contract.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FEB 1964

FOR FILING

(53)

6386

NOTED
R. L PORTER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N. E.
Salem, Oregon 97301

DATE: January 28, 1964

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : T. Dec
T. Dec
08-35.EC Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(53)00,
Siskiyou Summit - California Line Section

We had previously concurred in award of contract to the low bidder for the subject project on December 18, 1963. In connection with the Western Contracting Corporation's refusal to accept award, we hereby concur in award of contract No. 6369 to R. A. Heintz - Kizer Equipment - Ray Kizer Construction Company of Portland, Oregon, second low bidder in the amount of $5,887,361.50 at the December 17, 1963 bid opening in accordance with your analysis in Mr. Young's request dated January 16, 1964.

Our concurrence is with the understanding that the Western Contracting Corporation's bid proposal guaranty will be credited to the project. In the case of court decision unfavorable to the State, based on the low bidder's error as to the classification of materials used in their estimate computations, the matter will be referred to our General Counsel with a recommendation for full Federal participation in the amount of the second low bid.

NOTED
FORREST COOPER

RECEIVED
JAN 16 1964

FOR FILING

January 16, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Siskiyou Summit-California Line
Pacific Highway
I-5-1(53)00

Dear Sir:

Reference is made to the bid opening of December 18, 1963, at which time bids were taken for grading of the Siskiyou Summit-California Line Section of the Pacific Highway, I-5-1(53)00. The low bidder was Western Contracting Corporation with a bid of $4,874,858. The second bidder was R. A. Heintz - Kizer Equipment - Ray Kizer Construction, Portland. The Highway Commission elected to accept the bid of Western Contracting Corporation with Bureau of Public Roads' concurrence. Offer of award was made to Western Contracting Corporation but they refused to enter into the contract on the basis that a reevaluation of their bid indicated that they were too low. A copy of their letter of refusal is enclosed for your information.

In view of the foregoing, the Oregon State Highway Commission has indicated that they feel it to be in the public interest to award this project to the second low bidder, R. A. Heintz, et al, for their bid of $5,887,361.50. You will note that this is a favorable bid with relation to other bidders and well within the engineer's estimate. It is felt that readvertising would not result in lower bids and the delay would result in non-completion and use of the over-all project one season.

The second bidder has been advised of the situation and he has indicated willingness to take the project for his bid price. Copies of correspondence from State to Heintz and reply is forwarded for your information.

You have previously been furnished bid tabulations on the project.

All rights of access to or from abutting property are either (1) denied by law, or (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

Your concurrence of this date is requested for award of the contract to the second low bidder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb
Att.
cc: R. L. Porter
L. P. Shaw
Floyd Query
F. D. Morgan
J. W. Nash

RECEIVED
JAN 15 1964

FOR FILING

[illegible]

[illegible]

January 14, 1964

Oregon State Highway Commission

Gentlemen:

As you may recall, on December 18 you awarded to the Western Contracting Corporation the contract for the Siskiyou Summit-California Line Section project on Interstate Route 5 in Jackson County on its bid of $4,874,856. This was the lowest of seven proposals received. The second low bid was submitted by R. A. Heintz Construction-Aiser Equipment-Ray Kiser Construction in the amount of $5,887,361.50. The Engineer's estimate was $6,604,645.

We now have been advised by the Western Contracting Corporation that it made an error as to the classification of materials to be excavated and will not undertake the contract at the price bid. It has requested to be released from its bid guaranty.

Mr. M. F. Warner, Vice President of the Western Contracting Corporation, and his estimator, Mr. R. C. Nurre, discussed the matter in this office on January 7. They informed us it was a mistake in judgment, that it was the first time such a thing had happened to their corporation in many years of work, and stated they could offer no excuse but requested to be relieved of their bid bond. It is a most unusual experience to be confronted with a situation of this kind as most bidders invariably claim misrepresentation or patent errors in computation. I am advised by Mr. Lindas that the Commission can relieve the Corporation of its bid guaranty or require payment, as you see fit.

It is with some reluctance that I must recommend that the amount of the bid bond be collected as I believe any other course of action would open the door for future requests that might not be justified. I am convinced that this contractor made an error in judgment and have no desire to institute any type of punitive action. However, the releasing of this bid guaranty would create a situation with other bidders on future work that would be most difficult to live with.

It is my recommendation that we advise the Western Contracting Corporation that the Commission must require the forfeiture of the guaranty, and that the project be tendered to the second low bidder, R. A. Heintz Construction-Kiser Equipment-Ray Kiser Construction, Portland, in the amount of $5,887,361.50 with the completion dates advanced to July 15, 1965 and August 31, 1965. This amounts to 15 additional days on Unit 1 and 30 days on the remaining work. Inasmuch as over 40 days will have elapsed since the bids were opened, this appears to be in order. My recommendation is conditioned upon being able to secure approval from the Federal Bureau of Public Roads. The Bureau has verbally advised that it will concur in this procedure provided the amount of the guaranty bond is credited against the cost of the project.

This matter will be on the agenda for your consideration at the January 30 meeting.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ms bbc

RECEIVED
JAN 20 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1964

SUBJECT: Additional Locked Gate Accesses
Approximate Stations 653+00 and 737+50
Siskiyou Summit-California State Line Section
Pacific Highway - Jackson County
Project No. I-5-1(53)00

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

The above additional locked gate accesses, located approximately as shown on the attached sketches, have been approved by the State and the Bureau of Public Roads.

Please have locked gates installed at these locations and negotiate a Price Agreement with the contractor.

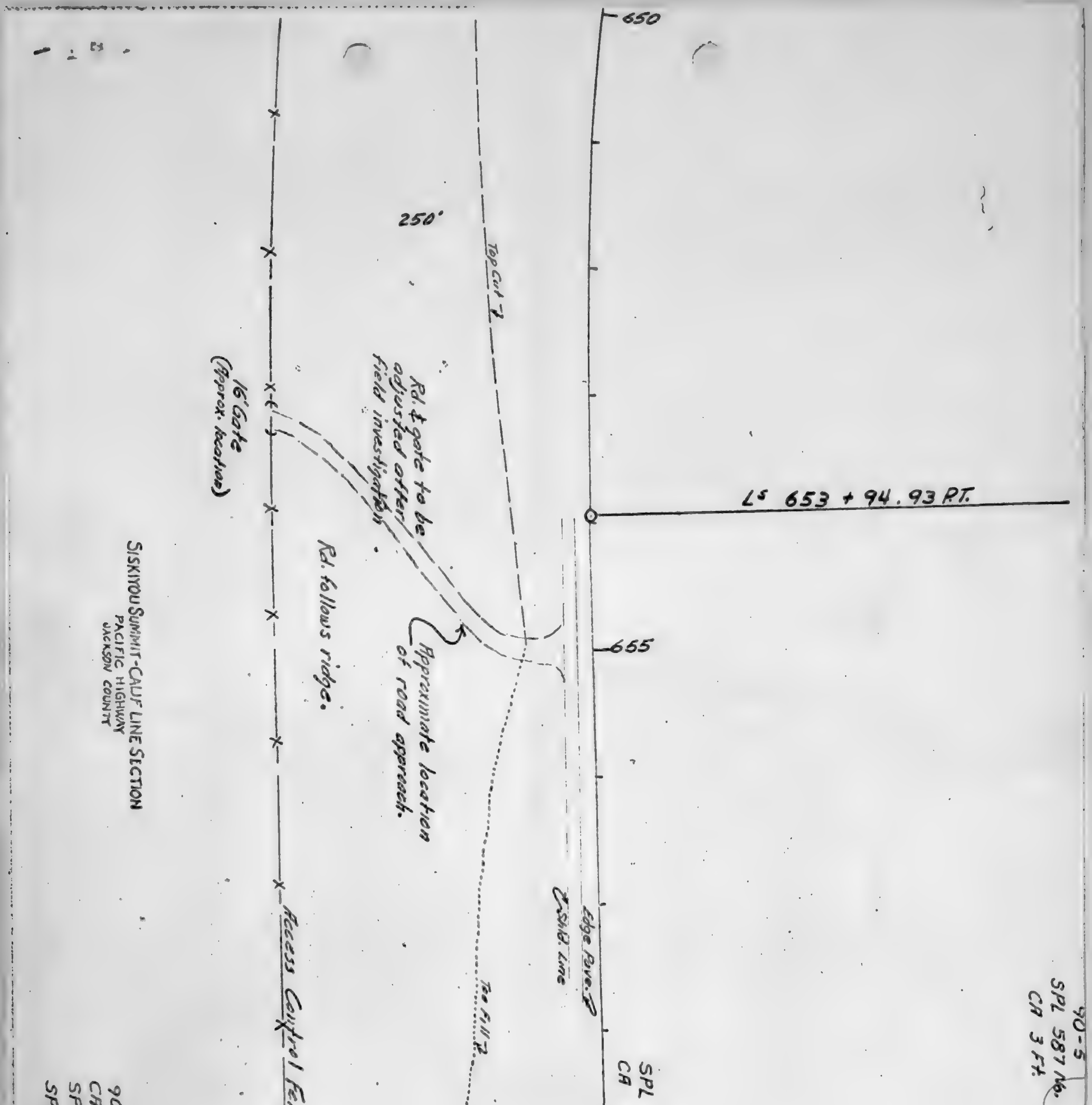
F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

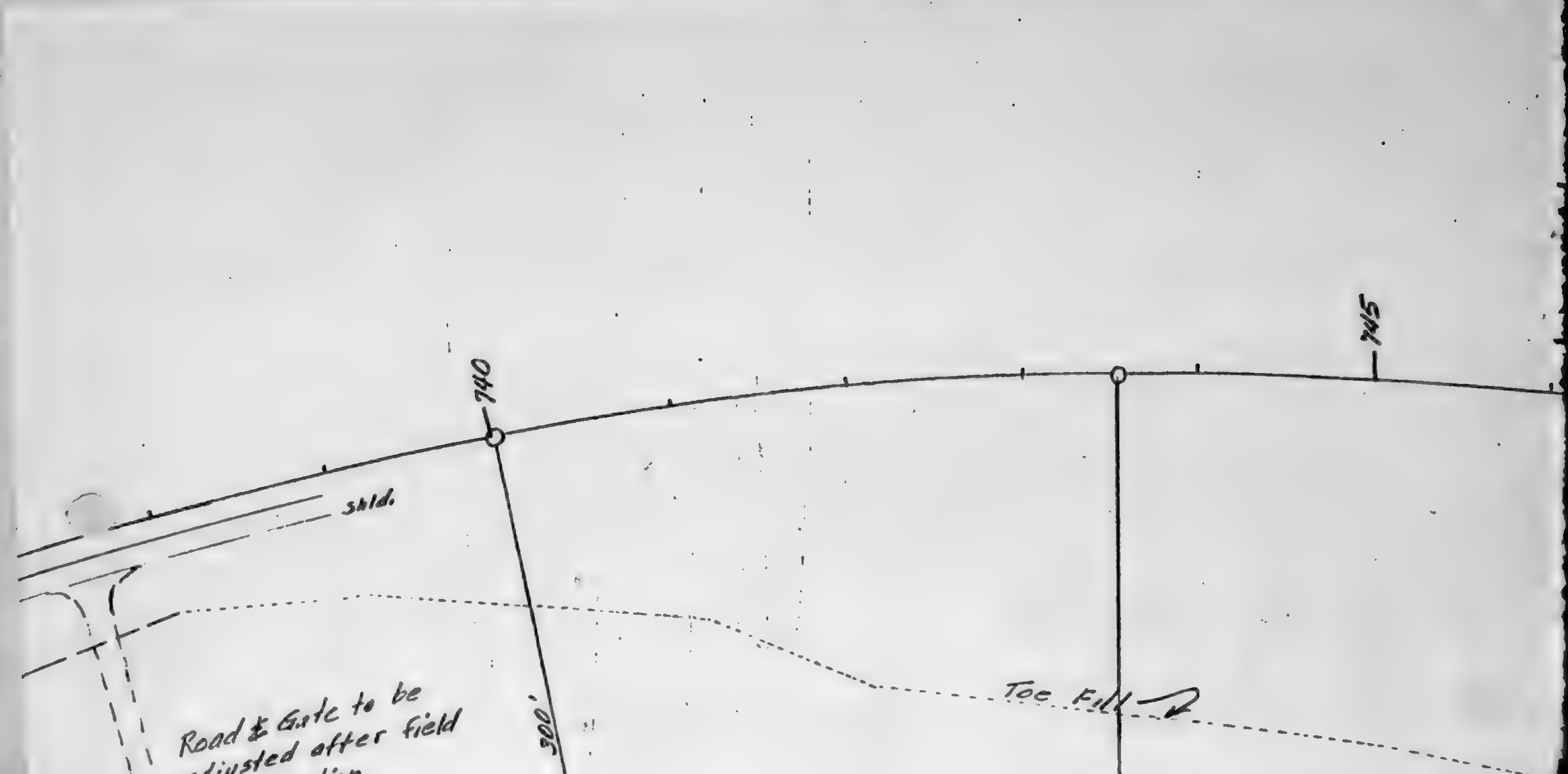
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
Attach.
cc: Lloyd Shaw
A. W. Parsons
L. H. Young
W. T. Wright
Frank Hall
Floyd Scott
Jack McCormick
P. R. Barnhart

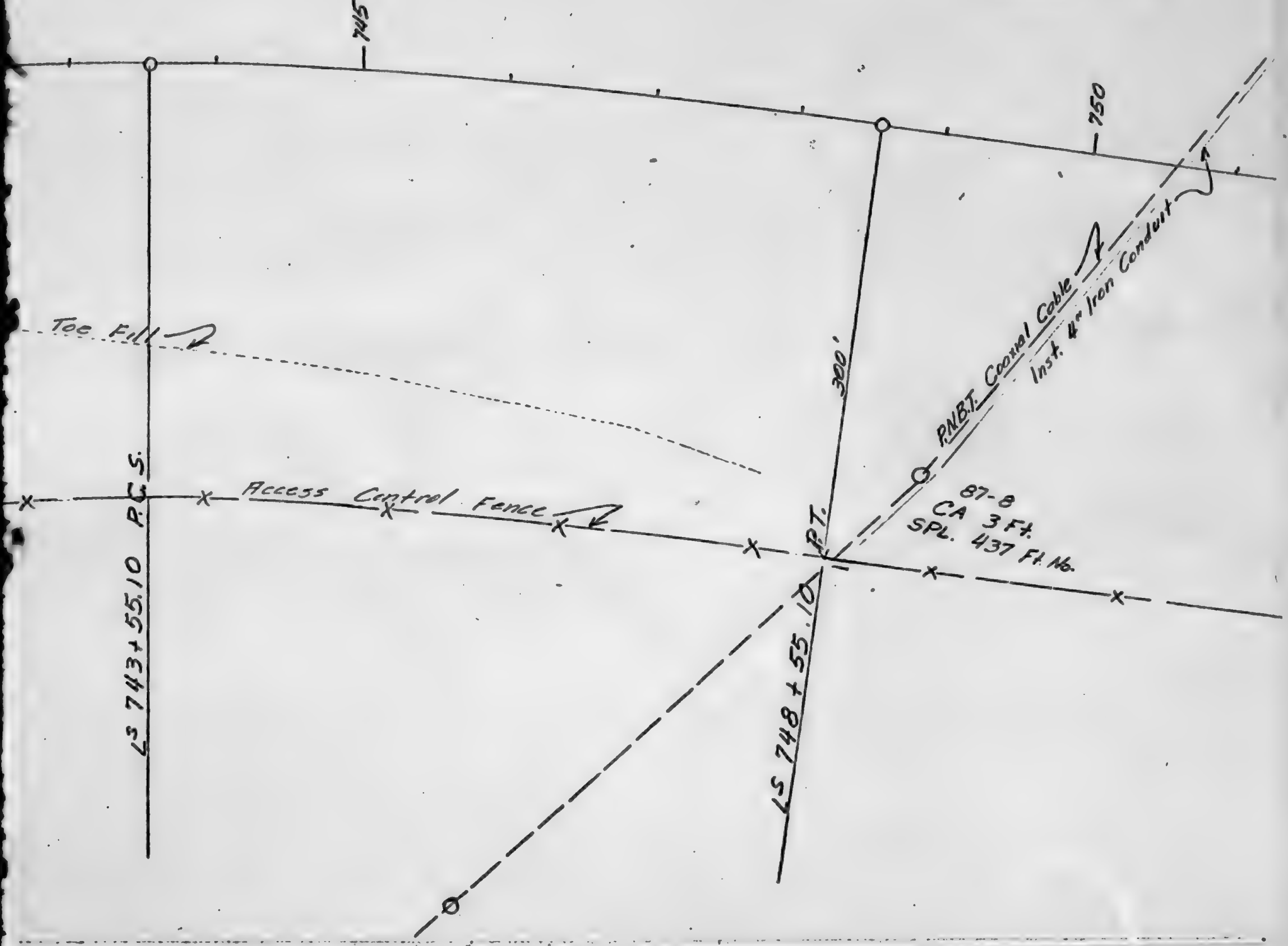
LLOYD P. SHAW

RECEIVED
JAN 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER


SISKIYOU SUMMIT-CALIF LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY
650
655
660
L^s 653 + 94.93 RT.
250'
250'
Top Cut ℓ
Rd. ℓ gate to be adjusted after field investigation
16' Gate (Approx. location)
Rd. follows ridge.
Approximate location of road approach.
Edge Pave. ℓ
ℓ Shld. Line
Toe Fill ℓ
Access Control Fence ℓ
PNBT Coaxial Cable ℓ
Inst. 4" Iron Conduit
SPL 90-4
CA 3 Ft.
90-5
SPL 587 No.
CA 3 Ft.
90-3
CA 3 Ft.
SPL 506 S.
SPL 507 No. 0


740
745
shld.
Road & Gate to be adjusted after field investigation
Road follows ridge
300'
Ls 740+02.88 P.S.C.
Ls 743+55.10 P.C.S.
Toe Fill
Access Control Fe
16' Gate (Approx. Location)

Siskiyou Summit - Calif. State Line
Pacific Hwy
Jackson County


745
750
Toe Fill
Access Control Fence
P.N.B.T. Coaxial Cable
Inst. 4" Iron Conduit
300'
87-8
CA 3 Ft.
SPL. 437 Ft. No.
℄S 743+55.10 P.C.S.
℄S 748+55.10 P.T.

RECEIVED
FOR FI

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: BUtler 5-2501

211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

January 14, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Re: Siskiyou Summit-California Line
Section of the Pacific Highway
in Jackson County, Project
I-5-1(53)00

Attention: Mr. Forrest Cooper, State Highway Engineer

Gentlemen:

In reply to your letter of January 10, 1964 regarding the above-captioned project, please be advised that we will accept the contract on the basis of our bid of $5,887,361.50.

We have been in touch, by telephone, with Ray Kizer and he also agrees with us in this matter.

Very truly yours,

R. A. HEINTZ CONSTRUCTION-KIZER
EQUIPMENT-RAY KIZER CONSTRUCTION

R A Heintz

R. A. Heintz
President, R.A. Heintz Construction
Co., a partner in the Joint Venture

RAH;bo'b
cc: Original and 3 copies to the addressee
. 1 to File

NOTED

NOTED
FLOYD QUERY

Mr Shaw

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 10, 1964

Western Contracting Corporation
400 Benson Building
Sioux City, Iowa

Attention: Mr. M. F. Warner
Vice President

Gentlemen:

This will acknowledge your January 8 notice informing us that you cannot enter into the contract for the Siskiyou Summit-California Line Section of Interstate Route 5 in Jackson County because of errors in your computation as to the classification of materials. We also acknowledge receipt of the two copies of the unexecuted contract.

Your request to be released from any obligation under your bid bond will be brought to the attention of the Highway Commission at its January 30 meeting and you will be notified immediately thereafter of the Commission's action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
R. L. PORTER
R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Floyd Query

JAN 10 [illegible]

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 7, 1964

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2-DB Salem, Oregon

Oregon Project I-5-1(53)00
Siskiyou Summit-California Line Section,
Pacific Highway
Jackson County
Proposed additional points of access with locked gates

Mr. Litchfield's letter and supporting documents of December 6, 1963, requesting our approval for installing locked gates in the access control fence on the subject project in order to provide access from the freeway to the buried coaxial cable outside the highway right-of-way have been reviewed.

Our approval is hereby given to install the locked gates in the right access control fence at approximately Stations 653+00 and 737+50.

original To Young
1-10-64

NOTED
LLOYD P. SHAW

RECEIVED
DEC 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 18, 1963

By: T. Dec
Engineering Coordinator

Original signed by
T. Dec
Eng. Coordinator

A. W. Parsons, Division Engineer
08-35.2-0.DB Salem, Oregon

Oregon Project I-5-1(53)00
Siskiyou Summit-Calif. State Line Section
Grading

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6369 to Western Contracting Corp. of Sioux City, Iowa, low bidder in the amount of $4,874,858.00 at the December 17, 1963 bid opening.

Our memorandum of November 26, 1963 which authorized advertising of this project also requested evidence that the California Division of Highways had approved the design plans for the State Line connection. This evidence is acknowledged through copy of a letter furnished this office. This letter, dated December 10, 1963, is addressed to your office and is from the California Division of Highways, District II, Redding, and is signed by F. S. Saunders, Assistant District Engr.

Mr. Litchfield's December 11, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our November 26, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original to Young
12-26-63

NOTED
LLOYD P. SHAW

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
DEC 16 1963
FOR FILING

I-5-1(53)00

6-28

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Oregon Project I-5-1(53)00
Siskiyou Summit-California State
Line Section
Grading

Dear Sir:

Referring to letter of November 26, 1963, of T. Dec, and paragraph 5 concerning ditch lining as a bid item as opposed to extra work.

Extra work as proposed has been reviewed and endorsed for the following reasons:

The paving contract may be let in time to perform ditch lining under that contract.

The extent of suitable stable material upon which asphaltic concrete may be laid without rock reinforcement is unknown. This condition alone might greatly curtail the ditch lining shown in the typical sections with recourse to temporary cut run rock lining or oil treatment and future paving.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JEM:ra:fp
cc Lloyd Shaw

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 2, 1963

SUBJECT: Road Approach and Locked Gates
Siskiyou Summit-Calif. State Line
Pacific Highway
Jackson County

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention Mr. T. W. Litchfield

Attached please find two sketches showing the approximate location of road approaches and locked gates to give Pacific Northwest Bell Telephone Company access to a buried coaxial cable along subject project.

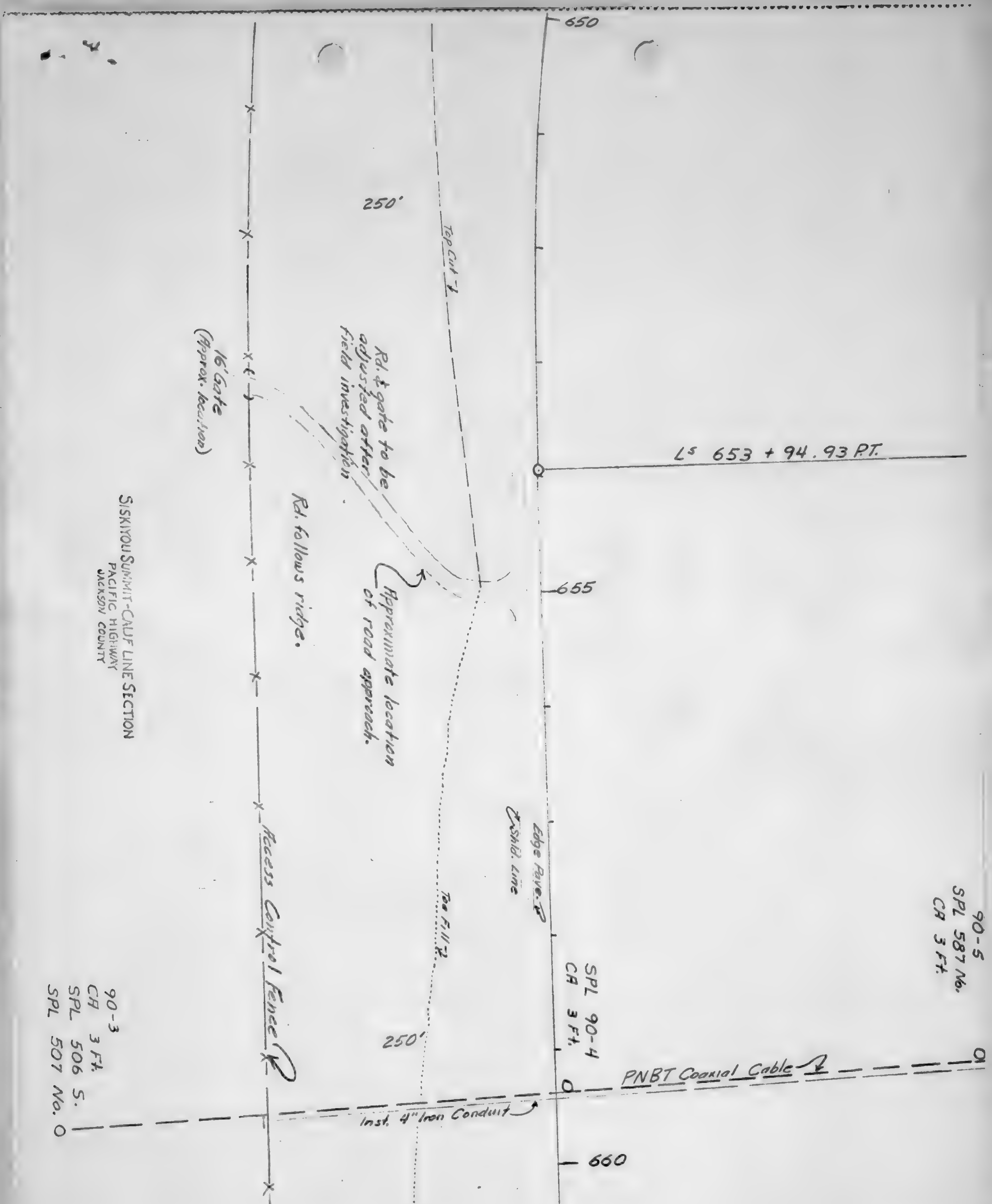
The coaxial cable makes a loop to the West between the two Freeway Crossings at Stations 659+40 and 750+60 and after the construction of the access control fence we curtail the company's normal maintenance operations. The Company makes a visual inspection of the cable and checks pressure stations weekly. At the present time, the patrol is made from the North to near Station 695 at which point the creek is virtually impassable, and from the South along a road crossing centerline near Station 743.

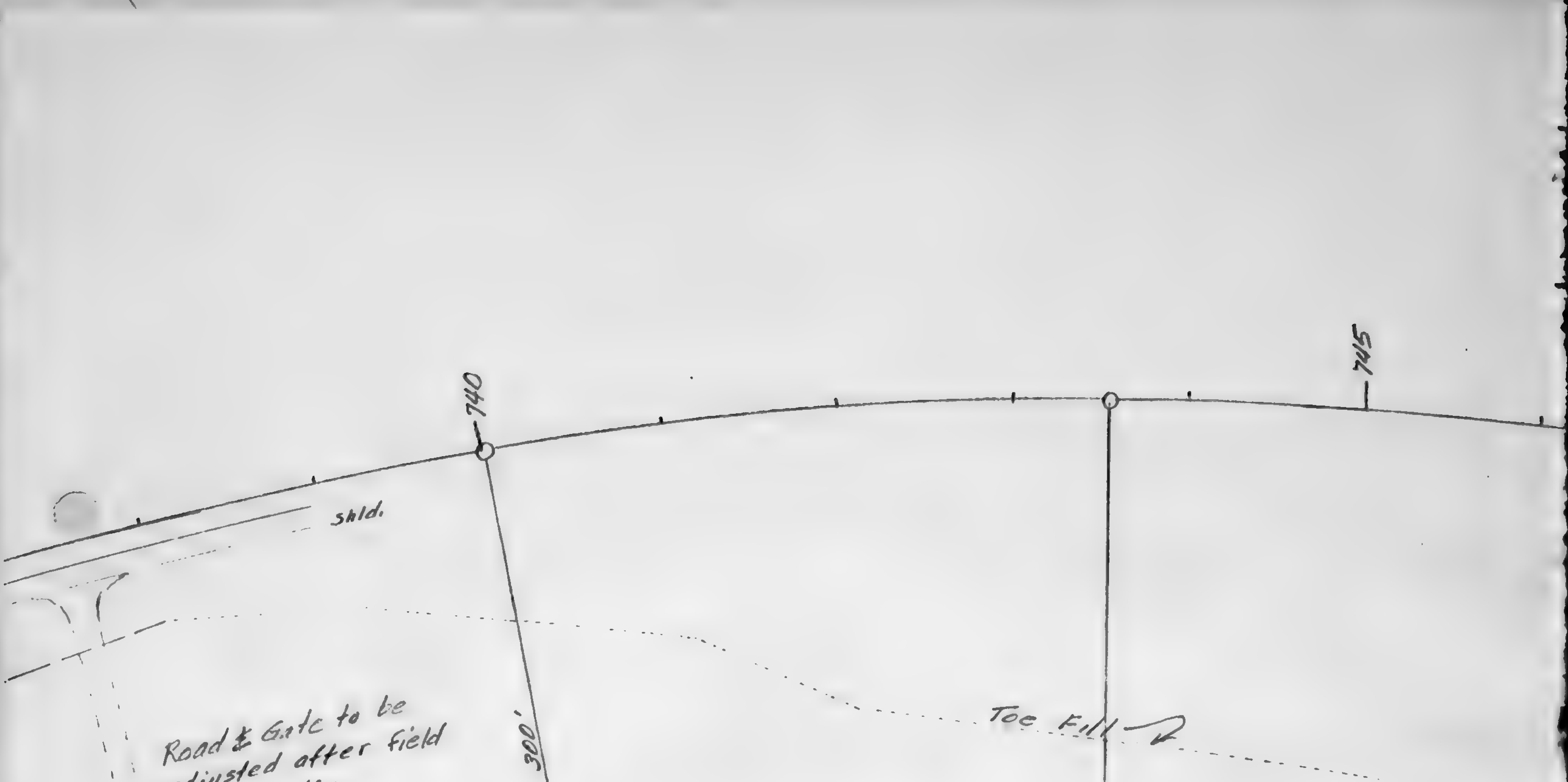
The locations of the approaches shown on the sketches were taken from the contour maps and can only be considered as reasonably close. Final design will not be possible until the areas are staked for construction, however, if these general areas are used, the company will have access to the roads they now use.

L. R. Chandler
DIVISION ENGINEER
by Paul R. Barnhart
PAUL R. BARNHART
Field Utilities Liaison Engineer

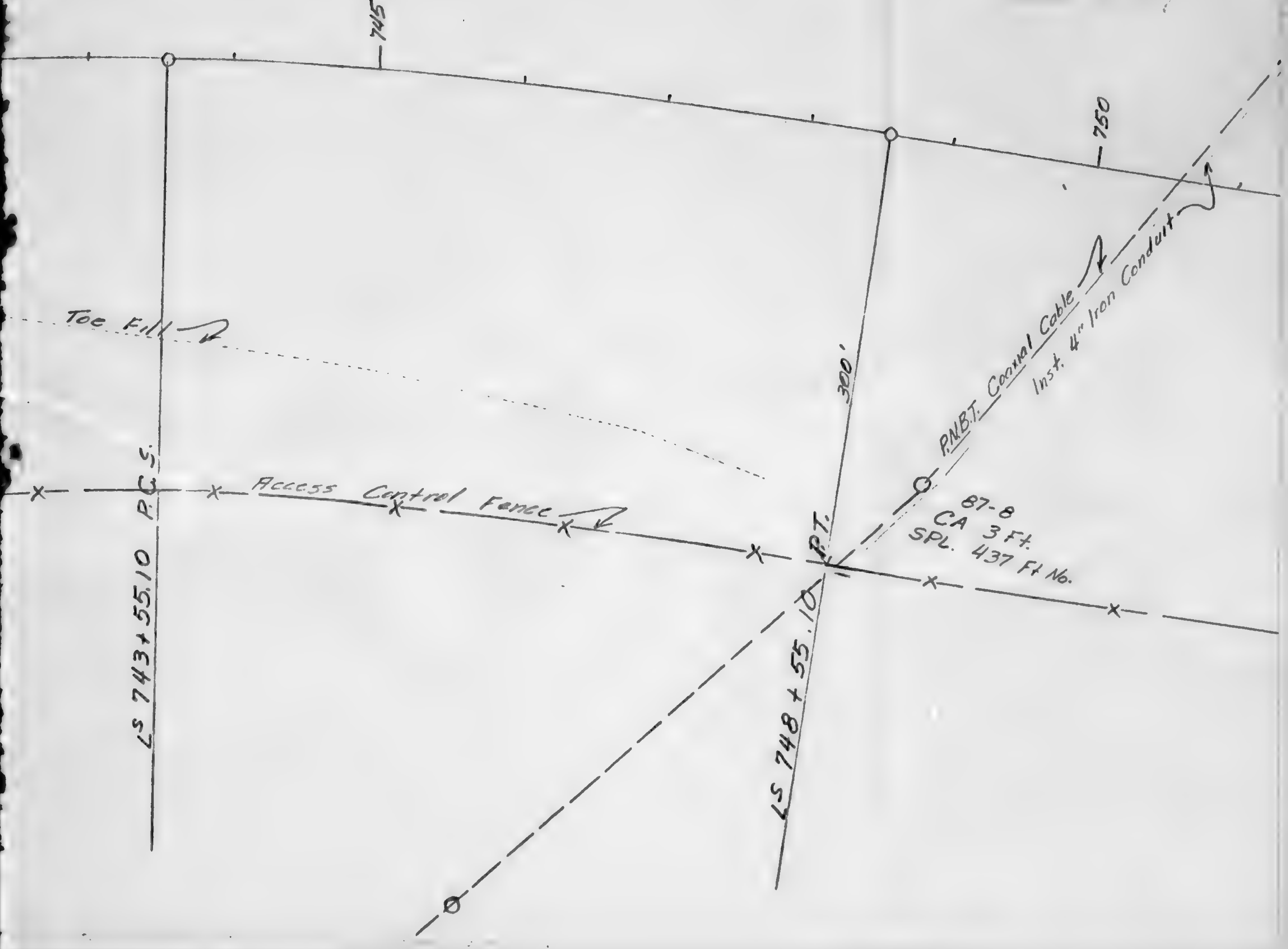
PRB/cw
Attach.

CONSTRUCTION DIVISION
RECEIVED
DEC 3 1963
☐ ☐ ☐ ☐ ☐


650
250'
Top Cut ℄
16' Gate
(Approx. location)
Rd. ℄ gate to be adjusted after field investigation
Ls 653 + 94.93 P.T.
SISKIYOU SUMMIT-CALIF LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY
Rd. follows ridge.
Approximate location of road approach.
655
Edge Pave. ℄
℄ Shld. Line
Toe Fill ℄
Access Control Fence
90-5
SPL 587 No.
CA 3 Ft.
SPL 90-4
CA 3 Ft.
90-3
CA 3 Ft.
SPL 506 S.
SPL 507 No. 0
250'
PNBT Coaxial Cable
Inst. 4" Iron Conduit
660


740
745
shld.
Road & Gate to be adjusted after field investigation
Road follows ridge
300'
Toe Fill
Ls 740+02.88 P.S.C.
Ls 743+55.10 P.C.S.
Access Control Fenc
16' Gate (Approx. Location)

Siskiyou Summit - Calif. State Line
Pacific Hwy
Jackson County


745
750
Toe Fill
Access Control Fence
L^s 743+55.10 P.C.S.
L^s 748+55.10 P.T.
300'
P.N.B.T. Coaxial Cable
Inst. 4" Iron Conduit
87-8
CA 3 Ft.
SPL. 437 Ft No.

RECEIVED
DEC 2 - 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

November 26, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

A. W. Parsons, Division Engineer   By: T. Dee
08-35.2-DB Salem, Oregon   Engineering Coordinator

Oregon Project I-5-1(53)00
Siskiyou Summit-Calif. Line Section
Grading

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired with relocation advisory assistance unnecessary as indicated in Mr. Wright's November 18, 1963 letter except for three parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

In addition, written evidence that the California Division of Highways has approved the design plans for the State Line connection should be submitted prior to our concurrence in award.

Use of a schedule of liquidated damages greater than the amount prescribed by PPM 21-7(2) is approved and will be included in the project agreement.

Further consideration should be given to the possibility of including asphaltic concrete ditch lining as a bid item since a considerable amount of such work is involved.

The use of the December, 1963 Supplemental Standard Specifications for Metal Pipe Materials for Culvert, Siphons and Underdrains is approved for this specific project.

Original to Young
& with attach.
12-2-63

NOTED
LLOYD P. SHAW

-more-

Your November 20, 1963 status report of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Attachment

RECEIVED
NOV 21 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 18, 1963

Right of Way Status
Siskiyou Summit-California
Line Section
Grading

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Three files remain outstanding on this project:

File No. 36676 - Hanson	$ 400
File No. 36693 - Fuller	$ 3,150
File No. [illegible] - Burns	[illegible]
	[illegible]

All files are in the process leading to the filing of a condemnation suit. We expect to have legal possession of these unimproved properties on or before the date of bid opening.

There have been no displacements of persons on this project.

We expect to deliver all lands required for construction of the project on the letting date, unencumbered and available for immediate use and occupancy.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

NOTED
LLOYD P. SHAW

WTW:SH
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
C. H. Maison

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1963

FOR FILING

November 8, 1963

Mr. H. S. Miles
District Engineer
California Division of Highways
1657 Riverside Drive
Redding, California

Attention: F. S. Saunders

Re: II-Sis-3-C
Siskiyou Summit-California
State Line
Pacific Highway
Jackson County

Dear Sir:

Enclosed for your information is a set of our preliminary plan sheets for the section of Highway 99 immediately north of the state line. These are as requested in your letter of October 9 to Mr. Quiner of our Roseburg office.

You will note this is a grading contract only and no provision has been made for a temporary connection for our proposed four lanes into the existing two-lane highway. This will be no particular problem and will be taken care of in our paving contract, unless your plans are such that you would be working in that area before we complete the paving. Our target date to open this section for traffic is the fall of 1965.

Your concurrence in our line and grade at the state line is requested for the Bureau of Public Roads' records; and, your comments on the plans in general would be appreciated. Subject to your concurrence, we plan to advertise on November 26, for a December 17 letting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

ADO:jp: ajw

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan

RECEIVED
OCT 22 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

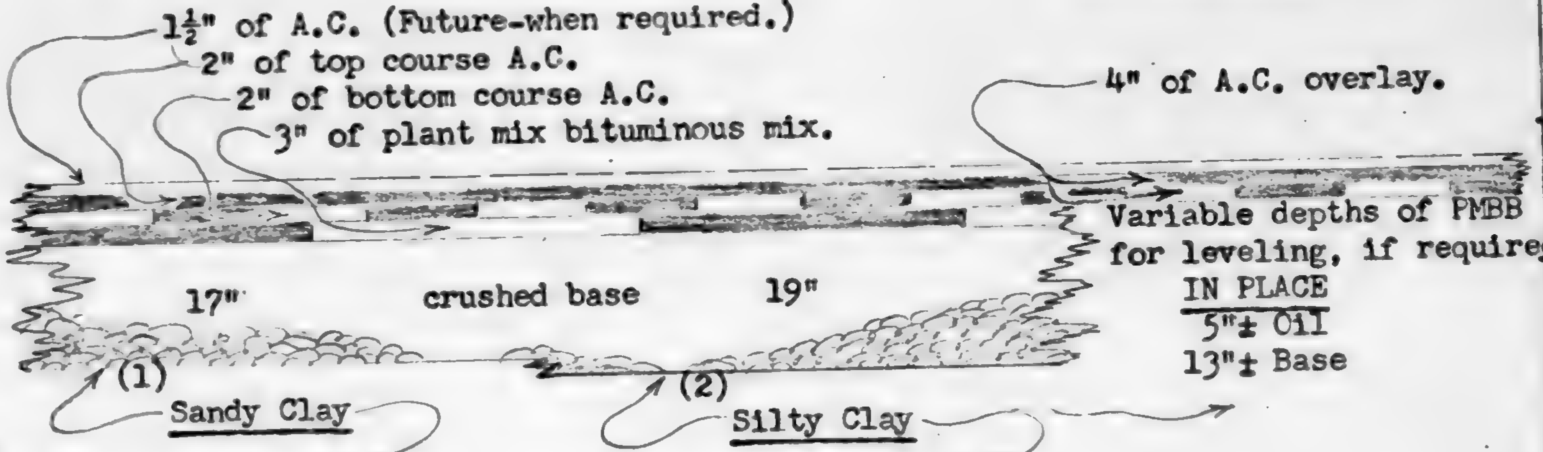
Section SISKIYOU SUMMIT-CALIFORNIA STATE LINE Highway PACIFIC (FA 3) County JACKSON Prefix 15-1419
Approx. Length of Project 4.4 Miles. Sta. 592± to Sta. 815± Date 9-30-63
Res. Engr.

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (LOGGING)

Sta. 592± - 694± | Sta. 694± - 815± | EXISTING ROADWAY WHERE UTILIZED.

(1)	(2)	
44	50	LL
21	19	PI
86	99	% P10
55	71	% P200
14	1	% Gravel
13	5	% C Sand
18	23	% F Sand
27	42	% Silt
28	29	% Clay
18	13	"R" Value (Corrected)

AASHO CLASSIF.
(1) A-7-6 (9)
(2) A-7-5 (13)


1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of plant mix bituminous mix.
4" of A.C. overlay.
17"
crushed base
19"
(1)
(2)
Sandy Clay
Silty Clay
Variable depths of PMBB for leveling, if required.
IN PLACE
5"± Oil
13"± Base

Other Traffic Classif.	Total Thickness Requirements (592-694)	(694-815)
Very Heavy	22"	23½"
Heavy	19"	20½"
Medium Heavy	16"	17½"
Medium	13½"	14½"
Light	10½"	11½"

Inter-state

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Alone	Designed Base & Wear: New Work	
592± - 694±				
			4	AC
			3	PMBB
			17	Cr Base
24			24	PRESENT
		Future	1½	AC
			25½	FUTURE
694± - 815±				
			4	AC
			3	PMBB
			19	Cr Base
26			26	PRESENT
		Future	1½	AC
			27½	FUTURE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.

Suitable material source to be determined by the Engineer.

The use of Plant Mix Bituminous Base is recommended. The quality of material in this area is generally fair, but zones of poor rock will be encountered and should be upgraded.

cc B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by J W Yarbrough
Staff Assistant

Recommended by G. L. Decker
Construction Engineer

Recommended by
Engineer of Materials

Approved by
ASSISTANT ~~Deputy~~ State Highway Engineer

PAVEMENT TYPE SELECTION

SISKIYOU SUMMIT-CALIFORNIA STATE LINE
PACIFIC HIGHWAY
JACKSON COUNTY

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 3000 1980 ADT 7300 % Heavy Vehicles 15
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual ~~Rainfall~~ PRECIPITATION 20"±

4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6 an A.C. wearing surface was selected.
A.C. wearing surface was designated in the 104 (b) 5 Needs Study.

I-5-1(53) Siskiyou Summit-Calif. Line 1967
CO
#0386

CONFIDENTIAL

CONTRACTOR'S CLAIMS
SISKIYOU SUMMIT-CALIFORNIA STATE LINE

CONTRACT #6386

[illegible]
[illegible]
AS [illegible]

[illegible]
Signature [illegible]

B

Salem, Oregon
October 31, 19[illegible]

1 Morgan D
4 Decker
0 Bond
Barbee
2 Walker W
Glenn
3 Swan

E
Ross
Scott
Litchfield
Olson

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

The Heintz-Kiser Co. has made several claims for additional compensation on this contract. We have collected available data into the attached folder, on the first page of which is a summary of the 7 items and our recommendations. These are discussed in my June 23 memo. The 4 items on which we recommend some additional compensation, and the time problem, are discussed further as follows:

B. Special Backfill in Drains

We believe the acknowledged quantity overrun was accompanied by a change in unit cost of the item and is therefore eligible for adjustment in accordance with 1.9.5. We are recommending 15 cents per yard mile for the 7 miles additional haul required for the overrun quantity of 3,245 cu.yds. but nothing extra for the alledged more difficult placement locations.

C. Sprinkling

This is also a case of an increase in quantity accompanied by a change in unit cost. The contract quantity of water was used up by early July, 1964. On August 6 a pipe line from an alternate source (Cottonwood Creek) became operational. Prior to that, water had all been hauled from Bear Creek on the project or from Hilt, California, but the Bear Creek supply became inadequate. Our recommended adjustment is based on estimated truck haul costs rather than the pipe line method. A much more detailed analysis of the pipe line cost, including actual cost of installation, salvage or depreciation, and operation would be required if we attempted to make adjustment on basis of actual cost. Our proposal is just what we would have used during the construction to justify a unit price agreement adjustment then, and amounts to $29,131 for the actual overrun quantity. We believe this method is conservative and derives a lower amount than actual pipe line costs would. We believe the special provision about variation of quantity was not intended to cover the overrun that developed here.

This was done later F.B.

M R FB

(from letter by John Bond, Staff Asst., Construction Div.)

Summation:

Contractor received on 1 &3 above his bid + overhead & profit	$9,126.02
On 2 loss from bid & profit + overhead	$4,219.14
For a net gain above (bid + overhead & profit)	$4,906.88

Using contractors own figures on this shows that over run in open ditch Excavation # 1 over balances more expensive type Excavation # 3 giving contractor unanticipated profit of $4,906.88

Page 5.

11. Special Backfill

Bid Quantity on this item was 4,800 cu. yd. and Final constructed quantities amounted to 8,069.18 cu. yd. which is a overrun of 68%. Contractor did have to haul some of this material from a plant in the Medford area and possibly some consideration should be given for the additional haul.

In regard to excess wasteage this was due to contractors method of handling and placing sand. Contractor was advised early in the Project that a satisfactory method of placing sand was to use side forms to contain sand and back fill rest of trench with common material. Sand was also stockpiled in numerous places, rehandled, and covered up when ever it got in way of grading operation. There are a number of pictures in the file of this wasted sand.

This office has no check on quantities of sand contractor allegedly purchased. It is felt by this office that if the contractor had excess wasteage on sand it is entirely his responsibility.

Page 6.

13. Contractors statement that overrun on P.M.P. was consistantly in Cut areas is not exactly correct. Bid item # 25--6" P.M.P. was 630 lin. ft.. Final quantities amounted to 10,226 lin. ft. of which approx. 528 lin. ft. was not shown on plans and in a Cut area.

Bid item # 36—8" P.M.P. was 15,400 lin. ft.. Final quantities were 19,880 lin. ft. of which approx 5,639 lin. ft. was not shown on plans and in Cut areas. 820 lin. ft. of 8" P.M.P. shown on plans and in a Cut area at sta. Ln 782----Ln 790+20 was not installed.

Bid item # 26—12" P.M.P. was 5,300 lin. ft.. Final quantities were 10,027 lin. ft. of which approx. 534 lin. ft. was not shown in plans and in Cut areas.

Page 7.

14. Sprinkling

Figures of 10,000 M. Gallons on bid quantity and final quantity of 29,040.38 M. Gallons is correct. Claim figure of $104,545.37 is

(4) from Res. Engr. McCormick 4-4-66)

Pipe and Misc. Concrete 26,403.30
6,858 Cubic Yards @ 3.85/C.Y.
Excavation for Culvert Pipe
6,436 Cubic Yards @ 2.46/C.Y. 15,833.56
19,624 Pay-Yards @ 2.37/C.Y. (Average) $ 46,541.26

19,624 Pay-Yards @ 2.37/C.Y.
18% - Administrative
Ovhd. & Profit = 0.43/C.Y.
Bid Price - $ 2.80 per Cubic Yard

Based on the above, $3.85/C.Y. plus 18% would be $4.54/C.Y. or a difference of $1.74/C.Y..

The original drainage excavation was primarily in embankment areas where the material was mostly common, whereas the over-run in perforated pipe was consistantly in the excavation areas where drainage excavation was primarily in rock. This directed alteration in details of construdion resulted in additional costs in the sum of

$ 10,286.88

(11)

B. Special Backfill

Plan Quantities amounted to 4,350 Cubic Yards
Bid Quantities amounted to 4,800 Cubic Yards
Semi-final Estimate pays 8,045.5 Cubic Yards

The Contractor was required to haul to the job, 11,481 Cubic Yards of this material. This resulted in a loss of 3,436 Cubic Yards or 43%. The Contractor feels that this is an exorbitant loss. The facts are that the over-run in sand was primarily encountered in the areas where rock was found in excavation. The over-run in pipe install-

(From [illegible] Build)

ed occured in the rock areas. This condition was not shown on the plans. Construction-wise there was no alternative but to fill the trench entirely with sand. There was no suitable backfill in excavation that could be used to accomplish a finished product.

Originally sand was to be hauled from a plant near Ashland, Oregon. The demand was beyond this plant's capacity and the Contractor had to haul 54% of this material from a plant south of Medford, an extra seven miles. 20% is the normal allowance for over-run in handling this type of material.

The Contractor therefore requests payment as follows:

80% of 3,435 C.Y. Over-run or 2,748 C.Y. @ 7.00/C.Y.	$ 19,236.00
54% of 11,481 C.Y. Additional Haul or 6,200 C.Y. @ 1.05/C.Y.	6,520.00
	$ 25,746.00

(13.)

C. Over-run in Perforated Pipe

With reference to drainage excavation, special backfill and the over-run in perforated pipe quantities, in view of the fact that the over-run is consistant in excavation areas not shown on the plans (the plan quantities of the original plans show the majority of perforated pipe going into embankment areas), the above three items should be treated as an alteration in the detail of construction. Additional monies are due for the special backfill materials and drainage excavation, and a time allowance for the over-run in pipe quantities. A portion of these changes was directed and performed during the time that liquidated damages were being assessed by the State.

(From J. S. Budd)

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)

P. O. BOX 25
ASHLAND, OREGON 97520

July 6, 1965

State of Oregon
Highway Department
2692 No. Pacific Highway
Medford, Oregon

Re: Bid Item No. 39 - Special
Backfill in Drains
SISKIYOU SUMMIT-CALIFORNIA LINE
Contract No. 6336

Attention: Jack C. McCormick
Resident Engineer

Gentlemen:

As of April 27, 1965 we had purchased 11,481 Cubic Yards of backfill materials. The May-1965 Estimate shows a pay item of 6,483 Cubic Yards which amounts to a 56.7% Over-run. This over-run is beyond the normal anticipated. 15% in Handling and Over-run in Ditch should be sufficient loss for the Contractor to absorb.

We realize that the Specifications limit the pay quantities on the above item, however, in view of the fact that a large over-run has occurred in the areas where the trench had to be drilled and shot. In the rock areas plywood or some other type of forming could have been used which would have decreased the over-run, but, had this method been used, the end result would have been an unsatisfactory installation as there was no material available to backfill, including the areas occuring in the rock areas/

The Contractor is not requesting reimbursement at unit prices for all sand used, however, in view of the fact that this item over-ran the bid item, we feel that we should be reimbursed for the cost of purchasing, hauling and handling the total quantity of sand used allowing 15% loss in handling and placing.

Respectfully submitted,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.
A Joint Venture

R. A. Heintz

By: R. A. Heintz, President
R. A. HEINTZ CONSTRUCTION CO.
A Partner in the Joint Venture

RAH:gb
cc:3 to Addressee
1 to Siskiyou
1 to Engineering
File

C

FORM E-30X—80M—7-66 SP*21657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1967

SUBJECT: Siskiyou Summit-California State Line
Contract No. 6386
Sprinkling Water Costs

To: MEMO TO THE FILES

Attached are copies of the contractor's payrolls and cost sheets for securing water and pumping it to approximately the same location as the original source, which dried up about the time that the contract amount of sprinkling water had been used. These figures have been checked and do not include the reloading and placing of the water on the grade.

From the contractor's total claim, there has been deducted the 15% allowance and a 50% salvage value on the pipe and fittings, which gives a cost figure of $53,396.94.

Maurice N. Juve
Chief Cost Analyst

MNJ:sg
Attachments

FORM NO. E-388

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE February 3, 1967

2. CONTRACT NO. 1-5-1-(53)00

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR

R. A. HEINTZ CONSTRUCTION CO. &
RAY KIZER CONSTRUCTION COMPANY
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

5. DESCRIPTION OF WORK

WORK ON CANAL FOR SECURING WATER-PURCHASE
& INSTALLATION OF 8" PIPE LINE
SISKIYOU SUMMIT

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT Less % allowance	TOTALS
6. LABOR ATTACHED	5-1-64 - 5-31-64 6-1-64 - 6-30-64 7-1-64 - 7-31-64 8-1-64 - 8-31-64 9-1-64 - 9-30-64 10-1-64 -10-31-64	~~$753.89~~ 655.20 ~~238.41~~ 207.31 ~~3221.44~~ 2,801.25 ~~5504.85~~ 4,765.81 ~~1374.38~~ 1,195.11 ~~1112.51~~ 967.40	$ 10,592.08 ~~12,205.48~~
7. EQUIPMENT RENTALS ATTACHED	5-1-64 - 5-31-64 6-1-64 - 6-31-64 7-1-64 - 7-31-64 8-1-64 - 8-31-64 9-1-64 - 9-30-64	~~76.19~~ 66.25 ~~9.49~~ 9.00 ~~854.51~~ 743.05 ~~5190.13~~ 4,513.16 ~~2124.45~~ 1,847.35	$ 7,178.81 ~~8,254.77~~
8. MATERIALS AND SUPPLIES Attached	5/1/64 - 4/30/65	$ 22,939.16 ~~41,998.17~~	$ 22,939.16 ~~41,998.17~~
9. TRANSPORTATION, SUBSISTENCE, ETC.		$	$ 40,710.05
		TOTAL AMOUNT	$ ~~62,458.42~~

APPROVED— RESIDENT ENGINEER	10. PREFIX NO.	11. SIGNATURE
APPROVED— DIVISION ENGINEER	12. SIGNATURE	

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
MATERIALS AND SUPPLIES

1. DATE 2/3/67
PAGE 1 OF 1
2. CONTRACT NO. 1-5-1-(53)00
3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR
R. A. HEINTZ CONSTRUCTION CO. &
RAY KIZER CONSTRUCTION COMPANY
2035 N. E. COLUMBIA BLVD.
PORTLAND OREGON 97211

5. DESCRIPTION OF WORK
WORK ON CANAL FOR SECURING WATER-PURCHASE
& INSTALLATION OF 8" PIPE LINE
SISKIYOU SUMMIT

MATERIALS AND SUPPLIES FOR THE PERIOD ENDED April 30th 19 65

REC NO.	NAME OF SUPPLIER	PER ATTACHED RECEIPTS AMOUNT
(1)	HERCULES POWDER CO. 80 Cases Prill @2.35 50# cases	$ 188.00
(2)	" " " 40 Cases Powder @9.48 50# cases	379.20
(3)	" " " 380 Caps 16" @.3025	114.95
(4)	ROGERS MACHINERY CO. 5 Pumps Rented 6 months	5,938.83
(5)	BUD BAUER SALES 1950 foot 8" pipe	3,233.75
(6)	MOORE'S IRRIGATION 7,940 feet 8" pipe	12,438.21
(7)	ROGERS MACHINERY CO 5,600 foot 8" pipe	9,240.00
(8)	INTERSTATE HEAVY HAULING Freight on 8" pipe	1,672.00
(9)	FRUIT GROWERS - misc. fittings	250.00
(10)	H. C. WATSON - misc. fittings	655.21
(11)	COLLINS PIPE COMPANY - 30' of 15" pipe crossings	~~60.00~~
(12)	" " " 20' of 18" " "	~~76.00~~
(13)	" " " 48' of 30" " "	~~220.80~~
(14)	ROGERS MACHINERY CO 48 dresser couplings expansion	631.20
(15)	AMERICAN STEEL CO. 102 post markers	102.00
(16)	STANDARD OIL COMPANY Fuel, oil, grease	1,320.00
(17)		
(18)	50% Salvage value on $26,448.37	- 13,224.19
(19)	Pipe & Fittings	
(20)		

6. TOTAL AMOUNT	$ 22,939.16 ~~36,520.15~~
7. CONTRACTOR'S PERCENTAGE ALLOWANCE— 15 % OF TOTAL AMOUNT (LINE 6)	$ ~~5,478.02~~
8. TOTAL MATERIALS AND SUPPLIES THIS INVOICE	$ ~~41,998.17~~

10M REV. 7-59

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED May 31, 19 64

1. NAME AND ADDRESS OF CONTRACTOR
R. A. Heintz Construction Co.
and Ray Kizer Construction Co.
XXXXX2035 N.E. COLUMBIA BLVD
XXXXXX, Oregon
PORTLAND OREGON

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SEC
PURCHASE & INSTALLATIO
SISKIYOU SUMMIT

NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
(1) Fred Kizer	Teamster oiler	ST																				4			
		OT																							
(2) W. Taylor	Labor Foreman	ST																			2				
		OT																							
(3) L. Alford	Labor	ST																							
		OT																							
(4) R. Mc Elroy	Labor	ST											2									4			
		OT																							
(5) E. Mc Amis	Labor	ST																			2				
		OT																							
(6) K. Sawyer	Labor	ST																				2½			
		OT																							
(7) R. Moore	Labor	ST																				2½		4	
		OT																							
(8) W. Kogan	driller	ST																					1½		
		OT																							
(9) F. Kogan	driller	ST																					4½		
		OT																							
(10) M. Thatcher	driller	ST																					1½		
		OT																							
(11) J. Wood	Labor Foreman	ST																					4½	4	
		OT																							
(12) J. Kifer	Labor	ST																							
		OT																							
(13) E. Kegg	Cat opr.	ST																							
		OT																							
(14) [illegible]		ST																							
		OT																							
(15)		ST																							
		OT																							
(16)		ST																							
		OT																							
(17)		ST																							
		OT																							
(18)		ST																							
		OT																							
(19)		ST																							
		OT																							
(20)		ST																							

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		3625 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5600 %	
10. LESS REDUCTION RATE	0 %	5600 %
11. OREGON UNEMPLOYMENT COMPENSATION	2700 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	400 %	3100 %
13 TOTAL TAXES AND INSURANCE ON PAY ROLL		12 325 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)
15. HEALTH AND WELFARE 124 HOURS AT 20 PER
PENSION 124 HOURS AT 15 PER
16. HEALTH AND WELFARE 5 HOURS AT 16 PER
PENSION 5 HOURS AT 16 PER
17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WE
18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 %
19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT

S OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
einz Construction Co.	WORK ON CANAL FOR SECURING WATER -	FEB. 1, 1967	
y Kizer Construction Co. X2035 N.E. COLUMBIA BLVD	PURCHASE & INSTALLATION 8" PIPE LINE	4. CONTRACT NO. 1-5-1-(53)00	
, Oregon ND OREGON	SISKIYOU SUMMIT	5. EXTRA WORK ORDER NO.	

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
																	4					5	7			2			18	3.83	$ 68.94	$ 68.94
																							1						1	5.70	5.70	
																2							8	5		2			17	3.80	64.60	70.30
																							1						1	5.02½	5.03	
																							8	5					13	3.35	43.55	48.58
								2									4												6	3.35	20.10	20.10
																2													2	3.35	6.70	6.70
																	2½												2½	3.35	8.38	8.38
																	2½		4			7½	7						21	3.35	70.35	70.35
																		4½				5							9½	3.65	34.68	34.68
																		4½				5							9½	3.65	34.68	34.68
																		1½											1½	3.65	5.48	5.48
																		4½	4			7½	6						22	3.80	83.60	83.60
																						1	1						2	5.02½	10.05	
																						8	8						16	3.35	53.60	63.65
																						3	2						5	4.60	23.00	23.00

6. TOTAL HOURS 147 — 7. TOTAL LABOR $ 538.44

3625 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 12 325		$ 66.36
%	15. HEALTH AND WELFARE 124 HOURS AT 20 PER HOUR = $	24.80 18 @ 15 ~~2.88~~ 2.70	
	PENSION 124 HOURS AT 15 PER HOUR = $	18.60 18 @ 15 ~~2.88~~ 2.70	
% 5600 %	16. HEALTH AND WELFARE 5 HOURS AT 16 PER HOUR = $	.80	52.40 $ ~~50.76~~
	PENSION 5 HOURS AT 16 PER HOUR = $	.80	
%	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION		$ 655.20 ~~655.56~~
% 3100 %	18 CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17)	FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	~~98.33~~
12 325 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN		$ ~~753.89~~

MEN WILL BE ENTERED IN ITEM 18. TOTAL

1001 REV. 7-60

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

OR THE PERIOD ENDED June 30, 1964

1 NAME AND ADDRESS OF CONTRACTOR
~~R. A. Heintz Cons ruction Co.~~
and Ray Kizer Construction Co.
~~XXXXXX~~ 6535 N.E. COLUMBIA BLVD.,
PORTLAND, Oregon

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SE
PURCHASE & INSTALLATI
SISKIYOU SUMMIT

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	Fred Kizer	Teamster oiler	OT																						
			ST	2	2			5																	
(2)	Ray Watson	Labor	OT																						
			ST																						
(3)	D. Kegg	Cat oper.	OT																						
			ST																						
(4)	R. McElroy	Labor	OT																						
			ST					5																	
(5)	W. Kogan	Driller	OT																						
			ST	2																					
(6)			OT																						
			ST																						
(7)			OT																						
			ST																						
(8)			OT																						
			ST																						
(9)			OT																						
			ST																						
(10)			OT																						
			ST																						
(11)			OT																						
			ST																						
(12)			OT																						
			ST																						
(13)			OT																						
			ST																						
(14)			OT																						
			ST																						
(15)			OT																						
			ST																						
(16)			OT																						
			ST																						
(17)			OT																						
			ST																						
(18)			OT																						
			ST																						
(19)			OT																						
			ST																						
(20)			OT																						
			ST																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		3625 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5600 %	
10. LESS REDUCTION RATE	0 %	5600 %
11. OREGON UNEMPLOYMENT COMPENSATION	2700 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	400 %	3100 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		12 325 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM

15. HEALTH AND WELFARE 23 HOURS AT 20
PENSION 23 HOURS AT 15

16. HEALTH AND WELFARE 7 HOURS AT 16
PENSION 7 HOURS AT 16

17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND

18. CONTRACTOR'S PERCENTAGE ALLOWANCE ( )

19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 16. TOTAL AMOUNT DUE CONTRACTOR FO

S OF CONTRACTOR

~~ntz Construction Co.~~
Kizer Construction Co.
035 N.E. COLUMBIA BLVD.,
Oregon

2. DESCRIPTION OF WORK

WORK ON CANAL FOR SECURING WATER -
PURCHASE & INSTALLATION 8" PIPE LINE
SISKIYOU SUMMIT

3. DATE FEB. 2, 1967

4. CONTRACT NO 1-5-1-(53)00

5. EXTRA WORK ORDER NO.

PAGE OF

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
		5																				7							16	3.83	$ 61.28	$ 61 28
																										8	8		16	3.35	53 60	53.60
																													7	4.60	32.20	32.20
		5																											5	3.35	16.75	16.75
																													2	3.65	7.30	7.30

8. TOTAL HOURS 46

7. TOTAL LABOR $ 171.13

3625 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 12 325 — $ 21.09

%

15. HEALTH AND WELFARE 23 HOURS AT 20 PER HOUR = $ 4.60 16@15 2.40
PENSION 23 HOURS AT 15 PER HOUR = $ 3.45 16@15 2.40

% 5600 %

16. HEALTH AND WELFARE 7 HOURS AT 16 PER HOUR = $ 1.12
PENSION 7 HOURS AT 16 PER HOUR = $ 1.12 — $ 15.09

%

17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION — $ 207.31

% 3100 %

18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15% — $ ~~31.10~~

12 325 %

19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN — $ ~~238.41~~

MEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-306-A
10M REV. 7-59

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

1. NAME AND ADDRESS OF CONTRACTOR
R. A. Heintz Construction Co.
and Ray Kizer Construction Co.
2035 N. E. COLUMBIA BLVD.
PORTLAND, Oregon

2. DESCRIPTION OF WORK
WORK ON CANAL FOR
PURCHASE & INSTALLA
SISKIYOU SUMMIT

FOR THE PERIOD ENDED July 31, 1964

NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1) Harry Cook	Cat opr.	OT																						
		ST																						
(2) Fred Kizer	Teamster oiler	OT														1	1					3	1	
		ST						2				5				8	8	7				8	8	
(3) W. Taylor	Labor Foreman	OT																		9		3		
		ST																				8		4
(4) Ray Watson	Labor	OT			1			1	1	1								1	1			1	1	1
		ST	8	8	8			8	8	8	8	7½						8	8			8	8	8
(5) James Barr	Labor	OT																1	1					
		ST																8	8					
(6) John Barr	Labor	OT						1	1	2½								1	1					
		ST			6			8	8	8	8	7½						8	8					
(7) W. Heintz	Labor Foreman	OT			1			1	4	2½								1	1			1		
		ST			8			8	8	8	8	7½						8	8			8		
(8) C. Roll	Cat opr.	OT																						
		ST																						
(9) D. Kegg	Cat opr.	OT																		9				
		ST																6	5					
(10) L. McIlvain	driller	OT																						
		ST																	3½					
(11) Jerry Wood	Labor Foreman	OT																		9				
		ST																						
(12) Ivan Cox	drill doctor	OT																						
		ST																						
(13)		OT																						
		ST																						
(14)		OT																						
		ST																						
(15)		OT																						
		ST																						
(16)		OT																						
		ST																						
(17)		OT																						
		ST																						
(18)		OT																						
		ST																						
(19)		OT																						
		ST																						
(20)		OT																						
		ST																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		3625 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5600 %	
10. LESS REDUCTION RATE	0 %	5600 %
11. OREGON UNEMPLOYMENT COMPENSATION	2700 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	400 %	3100 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		12 325 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM
15. HEALTH AND WELFARE 420½ HOURS AT 20
PENSION 420½ HOURS AT 15
16. HEALTH AND WELFARE 74 HOURS AT 16
PENSION 74 HOURS AT 16
17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AN
18. CONTRACTOR'S PERCENTAGE ALLOWANCE (/
19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FO

ESS OF CONTRACTOR

Heintz Construction Co.
Ray Kizer Construction Co.
2035 N. E. COLUMBIA BLVD.
LAND, Oregon

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SECURING WATER -
PURCHASE & INSTALLATION 8" PIPE LINE
SISKIYOU SUMMIT

3. DATE FEB. 2, 1967

4. CONTRACT NO. 1-5-1-(53) 00

5. EXTRA WORK ORDER NO.

PAGE OF

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
																												2	2	4	6.90	$ 27.60	
																												8	8	16	4.60	$ 73.60	$ 101.20
												1	1					3	1							2½	4½			13	5.74½	74.69	
				2				5				8	8	7				8	8		4	2				8	8			68	3.83	260.44	335.13
																9		3								2½	5			19½	5.70	111.15	
																		5		4						8	8			28	3.80	106.40	217.55
	1			1	1	1								1	1			1	1	1	1½	2½	9		6½	½	1	1	1	32	5.02½	160.80	
8	8			8	8	5	8	7½						8	8			8	8	8	8	8			8	8	8	8	8	159½	3.35	534.33	695.13
														1	1															2	5.02½	10.05	
														8	8															16	3.35	53.60	63.65
				1	1	2½								1	1															6½	5.02½	32.66	
	6			8	8	8	8	7½						8	8															61½	3.35	206.03	238.69
	1			1	4	2½								1	1			1												11½	5.40	62.10	
	8			8	8	8	8	7½						8	8			8												71½	3.60	257.40	319.50
																						3								3	4.60	13.80	13.80
																9														9	6.90	62.10	
														6	5															11	4.60	50.60	112.70
															3½															3½	3.65	12.78	12.78
																9														9	5.70	51.30	
																															3.80		51.30
																											2	4½	½	7	6.90	48.30	
																											8	8	8	24	4.60	110.40	158.70

6. TOTAL HOURS 575½

7. TOTAL LABOR $ 3,320.13

	3625 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 12 325	$ 285.96
%		15. HEALTH AND WELFARE 420½ HOURS AT 20 PER HOUR = $ 84.10 81 @ 15 12.15 PENSION 420½ HOURS AT 15 PER HOUR = $ 63.08 81 @ 15 12.15	
%	5600 %	16. HEALTH AND WELFARE 74 HOURS AT 16 PER HOUR = $ 11.84 PENSION 74 HOURS AT 16 PER HOUR = $ 11.84	$ 195.16
%		17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$ 2,801.25
%	3100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	$ ~~420.19~~
	12 325 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$ ~~3,221.44~~

AGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-[illegible]-A
10M REV. 7-59

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED August 31, 1964

1. NAME AND ADDRESS OF CONTRACTOR
R. A. Heintz Construction Co.
and Ray Kizer Construction Co.
~~XXXXXX 2035 NE COLUMBIA BLVD.~~
PORTLAND ~~XXXXXX~~ Oregon

2. DESCRIPTION OF WORK
WORK ON CANAL FOR S
PURCHASE & INSTALLAT
SISKIYOU SUMMIT

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	Hany Cook	Cat opr.	OT			2	2	1	2	2	8		2	2	2	2	2			2	2	2	1	1	
			ST			8	8	8	8	8			8	8	8	8	8			8	8	8	8	8	
(2)	Ike Yeager	Cat opr.	OT								4														
			ST						8	8															
(3)	Fred Kizer	Teamster oiler	OT			1		9		1															
			ST			8		8		8															
(4)	W. Taylor	Labor Foreman	OT	8½		1		9		1				1											
			ST			8		8	5	8				8											
(5)	Ray Watson	Labor	OT			1	1	8½	½	1½			2	1		1				3½	1	1	1	1½	
			ST			8	5	8	5	8			8	8	8	8	5½			8	8	8	8	8	
(6)	A. Eagen	Labor	OT													1	1			1					
			ST										3			8	8			8					
(7)	Tom Kizer	driller	OT											1	1	1	1			1					
			ST										3	8	8	8	8			8					
(8)	L. Mc [illegible]	driller	OT																					1	
			ST																					8	
(9)	M. Thatcher	driller	OT														1								
			ST														8								
(10)	J. Budzinski	driller	OT															5							
			ST																						
(11)	B. Franklin	Labor	OT															5							
			ST																						
(12)	Ivan Cox	drill doctor	OT			1½	2	9	1	2	8		3½	1½		3	1	8½		4½	1	4	2		
			ST			8	5	5	5	8			8	8		8	8			8	8	8	8		
(13)	Ben Royce	Welder Foreman	OT			2	1	4½	1	1	8														
			ST			8	5	5	5	8															
(14)	Tom Reid	Mechanic	OT			½	½	½	2																
			ST			8	8	8	8																
(15)	Lindy Baker	Mechanic	OT					2																	
			ST					8		6															
(16)	A. Jacoby	Mechanic	OT					2																	
			ST					8	4	6															
(17)			OT																						
			ST																						
(18)			OT																						
			ST																						
(19)			OT																						
			ST																						
(20)			OT																						
			ST																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY			3625	%
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5600	%		
10. LESS REDUCTION RATE	0	%	5600	%
11. OREGON UNEMPLOYMENT COMPENSATION	2700	%		
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	400	%	3100	%
13. TOTAL TAXES AND INSURANCE ON PAY ROLL			12 325	%

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM
352 [illegible]

15. HEALTH AND WELFARE ~~[illegible]~~ HOURS AT 20
PENSION 352½ 365½ HOURS AT 15

16. HEALTH AND WELFARE 478½ HOURS AT 11
PENSION 478½ HOURS AT 16

17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AN

18. CONTRACTOR'S PERCENTAGE ALLOWANCE (

19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FO

OF CONTRACTOR
Heintz Construction Co.
ay Kizer Construction Co.
~~2035 NE COLUMBIA BLVD.~~
LAND
nd, Oregon

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SECURING WATER -
PURCHASE & INSTALLATION 8" PIPE LINE
SISKIYOU SUMMIT

3. DATE
FEB. 2, 1967

PAGE OF

4. CONTRACT NO.
1-5-1(53)00

5. EXTRA WORK ORDER NO.

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
2	2	1	2	2	8		2	2	2	2	2			2	2	2	1	1			1								36	690	$ 248.40	
8	8	8	8	8			8	8	8	8	8			8	8	8	8	8			8								128	4.60	$ 588.80	$ 837.60
					4																								4	690	27.60	
			8	8																									16	4.60	73.60	101.20
1		9		1																									11	5.74½	63.20	
8		8		8																									24	3.83	91.92	155.12
1		9		1				1																					20½	5.70	116.85	
8		8	5	8				8																					37	3.80	140.60	257.45
1	1	8½	½	1½			2	1		1				3½	1	1	1	1½			1	1½	1½	6					34½	5.02½	173.36	
8	8	8	8	8			8	8	8	8	5½			8	8	8	8	8			8	8	8	8	5	154½			~~159½~~	3.35	517.55 ~~534.33~~	690.94 ~~707.69~~
										1	1			1															3	5.02½	15.08	
							3			8	8			8															27	3.35	90.45	105.53
								1	1	1	1			1															5	5.47½	27.38	
							3	8	8	8	8			8															43	3.65	156.95	184.33
																		1											1	5.47½	5.48	
																		8											8	3.65	29.20	34.68
											1																		1	5.47½	5.48	
											8																		8	3.65	29.20	34.68
												5																	5	5.47½	27.38	
																														3.65		27.38
												5																	5	5.02½	25.13	
																														3.35		25.13
1½	2	9	1	2	8		3½	1½		3	1	8½		4½	1	4	2												52½	6.90	362.25	
8	8	8	8	8			8	8		8	8			8	8	8	8												104	4.60	478.40	840.65
2	1	4½	1	1	8																								17½	7.42½	129.94	
8	8	8	8	8																									40	4.95	198.00	327.94
1½	1½	1½	2																										6½	6.90	44.85	
8	8	8	8																										32	4.60	147.20	192.05
		2																											2	6.90	13.80	
		8		6																									14	4.60	64.40	78.20
		2																											2	6.90	13.80	
		8	4	6																									18	4.60	82.80	96.60

6. TOTAL HOURS 865

7. TOTAL LABOR $ 3,989.08 ~~4,006.23~~

3625 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 352½ 12 325		$ 491.65 ~~493.77~~
%	15. HEALTH AND WELFARE ~~365½~~ HOURS AT 20 PER HOUR = $ ~~71.50~~ 70.50	35 @ 15 5.25	
	PENSION 352½ ~~357½~~ HOURS AT 15 PER HOUR = $ ~~53.63~~ 52.88	35 @ 15 5.25	
% 5600 %	16. HEALTH AND WELFARE 472½ HOURS AT 16 PER HOUR = $ 75.60		285.08
	PENSION 472½ HOURS AT 16 PER HOUR = $ 75.60		$ ~~286.83~~
%	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION		$ 4,765.81 ~~4,786.83~~
% 3100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 17)	FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	$ ~~718.02~~
12 325 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN		$ ~~5,504.85~~

MEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-388-A
10M REV. 7-50

OREGON STATE HIGHWAY DEPARTMENT FORCE ACCOUNT INVOICE —LABOR—	1. NAME AND ADDRESS OF CONTRACTOR R. A. HEINTZ CONSTRUCTION CO. & RAY KIZER CONSTRUCTION CO. 2035 N. E. COLUMBIA BLVD.	2. DESCRIPTION OF WORK WORK ON CANAL FOR SE PURCHASE & INSTALLATI
FOR THE PERIOD ENDED September 30 19 64	PORTLAND OREGON 97211	SISKIYOU SUMMIT

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	H. CASH	CAT OPER	OT									2	2	2	8½										
			ST									8	8	8											
(2)	RAY WATSON	LABORER	OT	1	1½	1	1					1	1	1			1	1	1½	1½	2½			2½	1½
			ST	8	8	8	8				6	8	8	8			8	8	8	8	8			8	8
(3)		BACKHOE	OT																						
			ST																						
(4)			OT																						
			ST																						
(5)			OT																						
			ST																						
(6)			OT																						
			ST																						
(7)			OT																						
			ST																						
(8)			OT																						
			ST																						
(9)			OT																						
			ST																						
(10)			OT																						
			ST																						
(11)			OT																						
			ST																						
(12)			OT																						
			ST																						
(13)			OT																						
			ST																						
(14)			OT																						
			ST																						
(15)			OT																						
			ST																						
(16)			OT																						
			ST																						
(17)			OT																						
			ST																						
(18)			OT																						
			ST																						
(19)			OT																						
			ST																						
(20)			OT																						
			ST																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY			3625 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5600	%	
10. LESS REDUCTION RATE	0	%	5600 %
11. OREGON UNEMPLOYMENT COMPENSATION	2700	%	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	400	%	3100 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL			12/325 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM
15. HEALTH AND WELFARE 50½ HOU
PENSION 50½ HOU
16. HEALTH AND WELFARE 199 HOU
PENSION 199 HOU
17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AN
18. CONTRACTOR'S PERCENTAGE ALLOWANCE (
19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FO

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 19. TOTAL AMOUNT DUE CONTRACTOR FOR C

SS OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
CONSTRUCTION CO. & NSTRUCTION CO. OLUMBIA BLVD. EGON 97211	WORK ON CANAL FOR SECURING WATER - PURCHASE & INSTALLATION 8" PIPE LINE SISKIYOU SUMMIT	FEB. 2, 1967 4. CONTRACT NO. 1-5-1-(53) 00 5. EXTRA WORK ORDER NO.	

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
						2	2	2	8½																				14½	6.90	$ 100.05	$ 210.45
						8	8	8																					24	4.60	$ 110.40	
1	1					1	1	1			1	1	1½	1½	2½			2½	1½	1	1	1			1½	5	4½		33	5.02½	165.83	721.93
8	8				6	8	8	8			8	8	8	8	8			8	8	8	8	8			8	8	8		166	3.35	556.10	
																													12	4.60	55.20	55.20

			6. TOTAL HOURS 249½ — 7. TOTAL LABOR	$ 987.58
	3625	%	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 12/325	$ 121.72
%			15. HEALTH AND WELFARE 50½ HOURS AT 16 PER HOUR = $ 8.08 PENSION 50½ HOURS AT 16 PER HOUR = $ 8.08	
%	5600	%	16. HEALTH AND WELFARE 199 HOURS AT 20 PER HOUR = $ 39.80 PENSION 199 HOURS AT 15 PER HOUR = $ 29.85	$ 85.81
%			17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$ 1195.11
%	3100	%	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57 5% FOR ALL OTHER LABOR—ENTER 15%	$ ~~179.27~~
	12/325	%	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$ ~~1374.38~~

EN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-365-A
10M REV. 7-56

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED Oct. 31 1964

1. NAME AND ADDRESS OF CONTRACTOR
R. A. HEINTZ CONSTRUCTION CO &
RAY KIZER CONSTRUCTION COMPANY
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SEC
PURCHASE & INSTALLATIO
SISKIYOU SUMMIT

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
(1)	RAY WATSON	LABORER	O.T.	1½	1	3½		4½	2	4½	1			[illegible]	3	2	4½	1½	1			1	1	1	2	1
			S.T.	8	8			8	8	8	8	6			8	8	8	8	8			8	8	8	8	8
(2)			O.T.																							
			S.T.																							
(3)			O.T.																							
			S.T.																							
(4)			O.T.																							
			S.T.																							
(5)			O.T.																							
			S.T.																							
(6)			O.T.																							
			S.T.																							
(7)			O.T.																							
			S.T.																							
(8)			O.T.																							
			S.T.																							
(9)			O.T.																							
			S.T.																							
(10)			O.T.																							
			S.T.																							
(11)			O.T.																							
			S.T.																							
(12)			O.T.																							
			S.T.																							
(13)			O.T.																							
			S.T.																							
(14)			O.T.																							
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(15)			O.T.																							
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(16)			O.T.																							
			S.T.																							
(17)			O.T.																							
			S.T.																							
(18)			O.T.																							
			S.T.																							
(19)			O.T.																							
			S.T.																							
(20)			O.T.																							
			S.T.																							

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		3625 %
9. STATE INDSTRIAL ACCIDENT INSURANCE—BASE RATE	5,600 %	
10. LESS REDUTION RATE	0 %	5600 %
11. OREGON UEMPLOYMENT COMPENSATION	2700 %	
12. ADD FEDERL UNEMPLOYMENT COMPENSATION	400 %	3100 %
13. TOTAL TAXS AND INSURANCE ON PAY ROLL		12/325 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 1
15. HEALTH AND WELFARE 216 HOURS
PENSION 216 HOURS
16. HEALTH AND WELFARE HOURS
PENSION HOURS
17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND
18. CONTRACTOR'S PERCENTAGE ALLOWANCE (1
19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTH

OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
Z CONSTRUCTION CO & ONSTRUCTION COMPANY COLUMBIA BLVD. REGON 97211	WORK ON CANAL FOR SECURING WATER - PURCHASE & INSTALLATION 8" PIPE LINE SISKIYOU SUMMIT	FEB. 2, 1967	1
		4. CONTRACT NO. 1-5-1-(53) 00	
		5. EXTRA WORK ORDER NO.	

4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
	4½	2	4½	1				3	2	4½	1½	1			1	1	1	2	1			1	1	1	1	1		42	5.02½	$ 211.05	$ 793.95
	8	8	8	8	6			8	8	8	8	8			8	8	8	8	8			8	8	8	8	8		174	3.35	$ 582.90	

6. TOTAL HOURS 216

7. TOTAL LABOR $ 793.95

3625 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) .12/325	$ 97.85
5600 %	15. HEALTH AND WELFARE 216 HOURS AT 20 PER HOUR = $ 43.20 PENSION 216 HOURS AT 15 PER HOUR = $ 32.40 16. HEALTH AND WELFARE HOURS AT PER HOUR = $ PENSION HOURS AT PER HOUR = $	$ 75.60
	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$ 967.40
3100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	$ ~~145.11~~
12/325 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$ ~~1,112.51~~

WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED May 31, 1964

1. NAME AND ADDRESS OF CONTRACTOR
R. A. Heintz Construction Co.
and Ray Kizer Construction Co.
XXXXXX 2035 N. E. COLUMBIA BLVD.
XXXXXX, Oregon
PORTLAND

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SEC
PURCHASE & INSTALLATI
SISKIYOU SUMMIT

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1) 966 Loader	3 C.Y.																						
(2)																							
(3)																							
(4)																							
(5)																							
(6)																							
(7)																							
(8)																							
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(20)																							
(21)																							
(22)																							
(23)																							
(24)																							

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAGE

8. TOTAL AMOUNT (ITEM 6 + IT

OF CONTRACTOR
itz Construction Co.
Kizer Construction Co.
2035 N. E. COLUMBIA BLVD.
Oregon

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SECURING WATER -
PURCHASE & INSTALLATION 8" PIPE LINE
SISKIYOU SUMMIT

3. DATE FEB. 2, 1967

PAGE OF

4. CONTRACT NO. 1-5-1-(53)00

5. EXTRA WORK ORDER NO.

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
																						3	2						5	13.25	$ 66.25
																															$ 66.25

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % x ITEM 6) $ ~~9.94~~

8. TOTAL AMOUNT (ITEM 6 + ITEM 7) $ ~~76.19~~

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED June 30 19 64

1. NAME AND ADDRESS OF CONTRACTOR
R. A. Heintz Construction Co.
and Ray Kizer Construction Co.
2035 N.E. COLUMBIA BLVD
~~Ashland~~ Oregon
PORTLAND

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SE
PURCHASE & INSTALLAT
SISKIYOU SUMMIT

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)	Tamper	$3\frac{1}{2}$ H.P.					5																
(2)																							
(3)																							
(4)																							
(5)																							
(6)																							
(7)																							
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(10)																							
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(21)																							
(22)																							
(23)																							
(24)																							

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAG

8. TOTAL AMOUNT (ITEM 6 +

CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
itz Construction Co.	WORK ON CANAL FOR SECURING WATER -	FEB. 2, 1967	
Kizer Construction Co. 035 N.E. COLUMBIA BLVD	PURCHASE & INSTALLATION 8" PIPE LINE	4. CONTRACT NO.	
Oregon	SISKIYOU SUMMIT	5. EXTRA WORK ORDER NO.	

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
		5																											5	1.80 ~~1.65~~	$ 9.00 ~~8.25~~
																															~~9.00~~ $ ~~8.25~~

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % x ITEM 6) $ ~~1.24~~

8. TOTAL AMOUNT (ITEM 6 + ITEM 7) $ ~~9.49~~

FORM E-[illegible]
5M

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED July 31st 19 64

1. NAME AND ADDRESS OF CONTRACTOR
R. A. HEINTZ CONSTRUCTION CO. &
RAY KIZER CONSTRUCTION CO.
2035 N. E. COLUMBIA BLVD.
PORTLAND OREGON 97211

2. DESCRIPTION OF WORK
WORK ON CANAL FOR
PURCHASE & INSTALL
SISKIYOU SUMMIT

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
(1)	D8-46A7650 Cat No. 30	235 Net HP																				
(2)	MICHIGAN 275	4 Cu.Yd.																				
(3)	966 LOADER	3 Cu.Yd.																6	5			
(4)	D8-46A Cat No. 22	235 Net HP																		4		
(5)																						
(6)																						
(7)																						
(8)																						
(9)																						
(10)																						
(11)																						
(12)																						
(13)																						
(14)																						
(15)																						
(16)																						
(17)																						
(18)																						
(19)																						
(20)																						
(21)																						
(22)																						
(23)																						
(24)																						

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAGE

8. TOTAL AMOUNT (ITEM 6 + IT

S OF CONTRACTOR
CONSTRUCTION CO. &
NSTRUCTION CO.
LUMBIA BLVD.
GON 97211

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SECURING WATER -
PURCHASE & INSTALLATION 8" PIPE LINE
SISKIYOU SUMMIT

3. DATE
FEB. 2, 1967

PAGE OF

4. CONTRACT NO.
1-5-1-(53)oo

5. EXTRA WORK ORDER NO.

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
																												10	10	20	22.90	$458.00
																						3								3	15.90	47.70
														6	5															11	13.25	145.75
																4														4	22.90	91.60
																														38		$ 743.05

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % X ITEM 6) $ 111.46

8. TOTAL AMOUNT (ITEM 6 + ITEM 7) $ 854.51

FORM E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED AUGUST 31 19 64

1. NAME AND ADDRESS OF CONTRACTOR
R. A. HEINTZ CONSTRUCTION CO. &
RAY KIZER CONSTRUCTION CO.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SE
PURCHASE & INSTALLAT
SISKIYOU SUMMIT

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1) D-8 46A7650 Cat No. 30	235 HP			10	10	9	10	10	8		10	10	10	10	10			10	10	10	9	9
(2) D-6	95-115 HP						8	8	4													
(3) 600 COMPRESSOR	501-650 CF										3	6½	6½	3	7							3½
(4) JACKHAMMER	51-68 Pounds																					3½
(5) DRILL	4½" track mounted										3	6½	6½	3	7							
(6)																						
(7)																						
(8)																						
(9)																						
(10)																						
(11)																						
(12)																						
(13)																						
(14)																						
(15)																						
(16)																						
(17)																						
(18)																						
(19)																						
(20)																						
(21)																						
(22)																						
(23)																						
(24)																						

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAG

8. TOTAL AMOUNT (ITEM 6 +

OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
Z CONSTRUCTION CO. & CONSTRUCTION CO. COLUMBIA BLVD. OREGON 97211	WORK ON CANAL FOR SECURING WATER - PURCHASE & INSTALLATION 8" PIPE LINE SISKIYOU SUMMIT	FEB. 2, 1967 4. CONTRACT NO. 1-5-1-(53)00 5. EXTRA WORK ORDER NO.	

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
	10	10	9	10	10	8		10	10	10	10	10			10	10	10	9	9					9						164	22.90	$ 3755.60
				8	8	4																								20	12.85	257.00
								3	6½	6½	3	7							3½											29½	8.65	255.18
																			3½											3½	.65	2.28
								3	6½	6½	3	7																		26	9.35	243.10
																														243		$ 4,513.16

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % X ITEM 6) $ 676.97

8. TOTAL AMOUNT (ITEM 6 + ITEM 7) $ 5,190.13

FORM E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED Sept. 30 19 64

1. NAME AND ADDRESS OF CONTRACTOR
R. A. HEINTZ CONSTRUCTION CO.
and RAY KIZER CONSTRUCTION CO.
2035 N. E. COLUMBIA BLVD.
PORTLAND OREGON 97211

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SEC
PURCHASE & INSTALLAT
SISKIYOU SUMMIT

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)	D8-46A	235 Net Eng. HP									10	10	10	8½									
(2)	PICKUP	½ Ton cap.																					
(3)	FLATBED	1½ Ton cap.																					
(4)	966 BACKHOE	3 Cu. Yd. Cap.																					
(5)																							
(6)																							
(7)																							
(8)																							
(9)																							
(10)																							
(11)																							
(12)																							
(13)																							
(14)																							
(15)																							
(16)																							
(17)																							
(18)																							
(19)																							
(20)																							
(21)																							
(22)																							
(23)																							
(24)																							

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAG

8. TOTAL AMOUNT (ITEM 6 + 7

ASS OF CONTRACTOR
INTZ CONSTRUCTION CO.
KIZER CONSTRUCTION CO.
E. COLUMBIA BLVD.
OREGON 97211

2. DESCRIPTION OF WORK
WORK ON CANAL FOR SECURING WATER -
PURCHASE & INSTALLATION 8" PIPE LINE
SISKIYOU SUMMIT

3. DATE
FEB. 2, 1967

PAGE OF

4. CONTRACT NO.
1-5-1-(53)00

5. EXTRA WORK ORDER NO.

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
								10	10	10	8½																				38½	22.90	$ 881.65
																															341½	1.80	614.70
																															80	2.40	192.00
																															12	13.25	159.00
																															472		$ 1,847.35

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % x (ITEM 6)	$ 277.10
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	$ 2,124.45

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

2/2/67
DATE

EXTRA WORK ORDER NO

1-5-1 (53) 00

4. NAME AND ADDRESS OF CONTRACTOR

Riverbend Contractors Inc.
2035 N E. Columbia Blvd.
Portland, Oregon 97211

LOCATION OF WORK

Removal & Restoration of the 8"
pipe Line
Siskiyou Summit

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR		LESS PERCENTAGE allowance	
Attached	3/1/65 - 3/29/65	~~3,672.49~~ 3,193.47	
"	4/1/65 - 4/30/65	~~787.66~~ 684.92	
			$ 3878.39 ~~4,460.15~~
7. EQUIPMENT RENTALS			
Attached	3/1/65 - 3/29/65	$ ~~7,890.32~~ 6,861.15	
"	4/1/65 - 4/30/65	$ ~~2,239.45~~ 1,947.35	
			8,808.50 ~~10,129.77~~
MATERIALS AND SUPPLIES		$	$
TRANSPORTATION SUBSISTENCE, ETC		$	$
		TOTAL AMOUNT	$ 12,686.89 $ ~~14,589.92~~

APPROVED RESIDENT ENGINEER — 10. PREFIX NO — 11. SIGNATURE

APPROVED DIVISION ENGINEER — 12. SIGNATURE

FORM T-[illegible]-A
70M REV. [illegible]

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED March 29th 1965

1. NAME AND ADDRESS OF CONTRACTOR
RIVERBEND CONTRACTORS INC.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

2. DESCRIPTION OF WORK
REMOVAL & RESTORATION
PIPE LINE
SISKIYOU SUMMIT

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	D. KEGG	988 Loader Operator	O.T.												1					1	1	1			
			S.T.												8				4	8	8	8			
(2)	E. L. STEPHENS	#12 Patrol Blade Operator	O.T.												1										
			S.T.											4½	8				4						
(3)	A. J. BERNDT	Scraper Operator	O.T.									1													
			S.T.								6½	8	3½												
(4)	G. HAGEDORN	Scraper Operator	O.T.																						
			S.T.																						
(5)	R. FRISCHMAN	Scraper Operator	O.T.									1													
			S.T.								6½	8	3½												
(6)	J. KNIGHT	Operator Sheepfoot Compactor	O.T.																						
			S.T.															1							
(7)	A. BISHOP	Tractor Dozer Oper.	O.T.																						
			S.T.				7																		
(8)	C. MAUPIN	Tractor Dozer Oper.	O.T.																						
			S.T.															3							
(9)	C. WILLIAMS	Tractor Dozer Oper.	O.T.																						1
			S.T.																						8
(10)	R. R. WORTH	Tractor Dozer Oper.	O.T.				½																		
			S.T.				1																		
(11)	I. YEAGER	Tractor Dozer Oper.	O.T.	1	1		2					1													
			S.T.	8	8						6½	8	3½												
(12)	G. HAGEDORN	End spill operator	O.T.																						
			S.T.																						
(13)	C. WILLIAMS	End spill operator	O.T.																						
			S.T.																						
(14)	F. KIZER	Flatbed Operator	O.T.																						
			S.T.																						
(15)	F. FISHER	Labor Foreman	O.T.																						
			S.T.				5																		
(16)	K. NELSON	Drill Operator	O.T.									1													
			S.T.								7	8	7												
(17)	O. ANGELOT	Genl Labor	O.T.			1																			
			S.T.			8		4½																	
(18)	E. DAY	Genl Labor	O.T.																						
			S.T.																		4½				
(19)	D. EVANS	Genl Labor	O.T.												1					1	1	1	1		1
			S.T.												8				6	8	8	8	8		8
(20)	K. FIELDS	Genl Labor	O.T.																						
			S.T.																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		%
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	%	
10. LESS REDUCTION RATE	%	%
11. OREGON UNEMPLOYMENT COMPENSATION	%	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	%	%
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		%

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM
15. HEALTH AND WELFARE HOUR
PENSION HOUR
16. HEALTH AND WELFARE HOUR
PENSION HOUR
17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AN
18. CONTRACTOR'S PERCENTAGE ALLOWANCE (
19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FO

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR O

SS OF CONTRACTOR
CONTRACTORS INC.
COLUMBIA BLVD.
REGON 97211

2. DESCRIPTION OF WORK
REMOVAL & RESTORATION OF THE 8"
PIPE LINE
SISKIYOU SUMMIT

3. DATE FEB. 2, 1967
PAGE 1 OF 2
4. CONTRACT NO 1-5-1-(53)00
5. EXTRA WORK ORDER NO.

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
									1					1	1	1					1	10	1						16	7.05	$ 112.80	$
									8				4	8	8	8					8	8	8						60	4.70	$ 282.00	394.80
									1													10	1						12	7.05	84.60	
								4½	8				4									8	8						32½	4.70	152.75	237.35
						1																							1	7.05	7.05	
					6½	8	3½																						18	4.70	84.60	91.65
																						1							1	7.05	7.05	
																						8							8	4.70	37.60	44.65
						1																							1	7.05	7.05	
					6½	8	3½																						18	4.70	84.60	91.65
												1																	1	4.60	4.60	4.60
	7																												7	4.60	32.20	32.20
																					2								2	6.90	13.80	
												3									8								11	4.60	50.60	64.40
																			1			1							2	6.90	13.80	
																			8			8							16	4.60	73.60	87.40
	½																												½	6.90	3.45	
	1																												1	4.60	4.60	8.05
	2					1																							5	6.90	34.50	
					6½	8	3½																						34	4.60	156.40	190.90
																										6			6	3.93	23.58	23.58
																										6			6	3.93	23.58	23.58
																						4	2						6	3.83	22.98	22.98
	5																												5	3.80	19.00	19.00
						1																							1	5.47½	5.48	
					7	8	7																						22	3.65	80.30	85.78
1																													1	5.02½	5.03	
8		4½																											12½	3.35	41.88	46.91
															4½														4½	3.35	15.08	15.08
									1					1	1	1	1		1										6	5.02½	30.15	
									8				6	8	8	8	8		8										54	3.35	180.90	211.05
																										1			1	5.02½	5.03	
																										8			8	3.35	26.80	31.83

6. TOTAL HOURS
7. TOTAL LABOR $

% 14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) $

% 15. HEALTH AND WELFARE HOURS AT PER HOUR = $
PENSION HOURS AT PER HOUR = $

% % 16. HEALTH AND WELFARE HOURS AT PER HOUR = $
PENSION HOURS AT PER HOUR = $ $

% 17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION $

% % 18. CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15% $

% 19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN $

MEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-300-A
10M REV 7-59

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED MARCH 29th 19 65

1. NAME AND ADDRESS OF CONTRACTOR
RIVERBEND CONTRACTORS INC.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

2. DESCRIPTION OF WORK
REMOVAL & RESTORATI
PIPE LINE
SISKIYOU SUMMIT

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	R. MOORE	Genl Labor	OT																						
			ST			4																			
(2)	L. PERKINS	Genl Labor	OT												1					1	1				
			ST											4½	8					8	8				
(3)	R. MC ELROY	Genl Labor	OT									1									1	1	1		
			ST								7	8	7								8	8	8		
(4)	W. ROBINSON	Genl Labor	OT																						
			ST																						
(5)	J. SPARKS	Genl Labor	OT																						
			ST																						
(6)	C. WILLIAMS	Genl Labor	OT		1	1						1	1		1					1	1	1	1		
			ST		8	8		4½			7	8	8		8				4	8	8	8	8		
(7)			OT																						
			ST																						
(8)			OT																						
			ST																						
(9)			OT																						
			ST																						
(10)			OT																						
			ST																						
(11)			OT																						
			ST																						
(12)			OT																						
			ST																						
(13)			OT																						
			ST																						
(14)			OT																						
			ST																						
(15)			OT																						
			ST																						
(16)			OT																						
			ST																						
(17)			OT																						
			ST																						
(18)			OT																						
			ST																						
(19)			OT																						
			ST																						
(20)			OT																						
			ST																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		3.625 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5500 %	
10. LESS REDUCTION RATE	.60 %	2.200 %
11. OREGON UNEMPLOYMENT COMPENSATION	2.700 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	.400 %	3.100 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		8.925 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITE

Oper.Enginners

15. HEALTH AND WELFARE	247	HOU
PENSION	247	HOU

Teamsters

16. HEALTH AND WELFARE	18	HOU
PENSION	18	HOU

Laborers H&W 400 2
Pension 400 1

17. TOTAL LABOR, TAXES, INSURANCE, HEALTH A

18. CONTRACTOR'S PERCENTAGE ALLOWANCE (

19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) F

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR C

CONTRACTOR RACTORS INC. UMBIA BLVD. ON 97211	2 DESCRIPTION OF WORK REMOVAL & RESTORATION OF THE 8" PIPE LINE SISKIYOU SUMMIT	3 DATE FEB. 2, 1967 4 CONTRACT NO 1-5-1- (53) 00 5 EXTRA WORK ORDER NO	PAGE 2 OF 2

5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
																											4	3.35	$ 13.40	$ 13.40
							1					1	1								1						4	5.02½	20.10	
						4½	8					8	8						6½	6½	8						49½	3.35	165.83	185.93
				1									1	1	1				1	1	1			1			8	5.02½	40.20	
			7	8	7								8	8	8				8	8	8			8			78	3.35	261.30	301.50
																			1	1	1			1			4	5.02½	20.10	
																			8	8	8			8			32	3.35	107.20	127.30
																								1			1	5.02½	5.03	
																								8			8	3.35	26.80	31.83
				1	1		1					1	1	1	1												9	5.02½	45.23	
4½			7	8	8		8				4	8	8	8	8												87½	3.35	293.13	338.36

6. TOTAL HOURS 665

7. TOTAL LABOR $ 2,725.76

3.625 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 8.925	$ 243.27
	Oper.Engineers 15. HEALTH AND WELFARE 247 HOURS AT 16 PER HOUR = $ 39.52 PENSION 247 HOURS AT 16 PER HOUR = $ 39.52	
2.200 %	Teamsters 16. HEALTH AND WELFARE 18 HOURS AT 15 PER HOUR = $ 2.70 PENSION 18 HOURS AT 15 PER HOUR = $ 2.70 Laborers H&W 400 20 80.00 Pension 400 15 60.00	$ 224.44
	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$ 3,193.47
3.100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15% X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	$ 479.02
8.925 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$ 3,672.49

ILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E 990C

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED MARCH 29th 19 65

1. NAME AND ADDRESS OF CONTRACTOR
RIVERBEND CONTRACTORS INC.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

2. DESCRIPTION OF WORK
REMOVAL & RESOTRAT
PIPE LINE
SISKIYOU SUMMIT

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)	988 LOADER	6 cu. yd. cap.												9				4	9	9	9		
(2)	#12 BLADE	Motor grader 24,200 Lbs.											4½	9				4					
(3)	631 SCRAPER	2Wheel trac-W/ Scraper 420 HP																					
(4)	651 SCRAPER	Tractor-2 wheel 560 HP.W/Scraper								6½	9	3½											
(5)	651 SCRAPER	" " "								6½	9	3½											
(6)	D-9-66A-W/DOZER	385 HP Pow-Shaft				1½																	
(7)	D-9-66A-W/DOZER	" " "	9	9		2				6½	9	3½											
(8)	D-8-46A-W/DOZER W/SHEEPSFOOT	235 H.P.@flywheel															1						
(9)	D-8-46A-W/DOZER	" " "															3						
(10)	D-8-46A-W/DOZER	" " "																					
(11)	EUCLID END DUMP	25 Cu.Yd. Cap.																					
(12)	EUCLID END DUMP	" " "																					
(13)	2U -W/DOZER	130 H.P. drawbar				7																	
(14)	DRILL	4½" track mounted								7	9	7											
(15)	600 COMPRESSOR	501-650 cu.ft.								7	9	7											
(16)	FLATBED	1½ ton cap.																					
(17)																							
(18)																							
(19)																							
(20)																							
(21)																							
(22)																							
(23)																							
(24)																							

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAG

8. TOTAL AMOUNT (ITEM 6 +

OF CONTRACTOR

ONTRACTORS INC.

COLUMBIA BLVD.

REGON 97211

2. DESCRIPTION OF WORK

REMOVAL & RESOTRATION OF THE 8"

PIPE LINE

SISKIYOU SUMMIT

3. DATE

FEB. 2, 1967

PAGE 1 OF 1

4. CONTRACT NO.

1-5-1-(53)00

5. EXTRA WORK ORDER NO.

	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
										9				4	9	9	9					9	18	9						76	25.20	$ 1915.20
									4½	9				4									18	9						44½	11.00	489.50
																							9							9	29.15	262.35
						6½	9	3½																						19	37.50	712.50
						6½	9	3½																						19	37.50	712.50
		1½																												1½	27.40	41.10
9		2				6½	9	3½																						39	27.40	1068.60
													1																	1	22.90	22.90
													3									10								13	22.90	297.70
																				9			9							18	22.90	412.20
																											6			6	33.00	198.00
																											6			6	33.00	198.00
		7																												7	14.60	102.20
						7	9	7																						23	9.35	215.05
						7	9	7																						23	8.65	198.95
																							4	2						6	2.40	14.40
																														311		$6,861.15

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % x ITEM 6)	$1,029.17
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	$7,890.32

FORM E[illegible]-A
10M REV. 7-59

OREGON STATE HIGHWAY DEPARTMENT FORCE ACCOUNT INVOICE —LABOR—	1 NAME AND ADDRESS OF CONTRACTOR RIVERBEND CONTRACTORS INC. 2035 N. E. COLUMBIA BLVD. PORTLAND, OREGON 97211	2 DESCRIPTION OF WORK REMOVAL AND RESTORAT PIPE LINE SISKIYOU SUMMIT
FOR THE PERIOD ENDED April 30th 19 65		

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	E. FRANKLIN	988 Loader operator	O T S T																						
(2)	L. ALDER	Scraper Operator	O T S T																						
(3)	F. BLAIR	Scraper Operator	O T S T																						
(4)	E. STEPHENS	#12 Motor PatrolOpr	O T S T																						
(5)	G. HAGEDORN	Euclid End Dump End Spill Oper	O T S T																						
(6)	C. WILLIAMS	EndSpill Operator	O T S T																						
(7)	R. MOORE	Drill Operator4-man	O T S T																						
(8)	E.NELSON	Drill Operator4-Man	O T S T																						
(9)	WM. J. MINNICK SR.	Jack Hammer Oper	O T S T																						
(10)	P. WIEGAND	Jack Hammer Oper	O T S T																						
(11)	D. EVANS	Flatbed Oper.	O T S T																						
(12)			O T S T																						
(13)			O T S T																						
(14)			O T S T																						
(15)			O T S T																						
(16)			O T S T																						
(17)			O T S T																						
(18)			O T S T																						
(19)			O T S T																						
(20)			O T S T																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY			3.625	%
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5500	%		
10. LESS REDUCTION RATE	.60	%	2.200	%
11. OREGON UNEMPLOYMENT COMPENSATION	2.700	%		
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	.400	%	3.100	%
13. TOTAL TAXES AND INSURANCE ON PAY ROLL			8.925	%

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM

Oper.Engineers

15. HEALTH AND WELFARE	47½	HOUR
PENSION	47½	HOUR

Teamsters

16. HEALTH AND WELFARE	32	HOUR
PENSION	32	HOUR

Laborers 38 20
38 1

17. TOTAL LABOR, TAXES, INSURANCE, HEALTH A

18. CONTRACTOR'S PERCENTAGE ALLOWANCE (

19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FO

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR O

ESS OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
CONTRACTORS INC.	REMOVAL AND RESTORATION OF THE 8"	FEB. 2, 1967	1 2
COLUMBIA BLVD.	PIPE LINE	4. CONTRACT NO 1-5-1-(53)00	
OREGON 97211	SISKIYOU SUMMIT	5. EXTRA WORK ORDER NO	

23	HOURS	RATE	AMOUNT	TOTAL
10½	10½	7.05	$ 74.03	$
8	8	4.70	$ 37.60	111.63
5	5	4.70	23.50	23.50
5	5	4.70	23.50	23.50
11	11	7.05	77.55	
8	8	4.70	37.60	115.15
1	1	6.64½	6.65	
8	8	4.43	35.44	42.09
1	1	6.64½	6.65	
8	8	4.43	35.44	42.09
5	5	3.90	19.50	19.50
5	5	3.90	19.50	19.50
6	6	5.62½	33.75	
8	8	3.75	30.00	63.75
6	6	5.62½	33.75	
8	8	3.75	30.00	63.75
6	6	6.12	36.72	
8	8	4.08	32.64	69.36

	6. TOTAL HOURS 117½ · 7. TOTAL LABOR	$ 593.82
3.625 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 8.925	$ 53.00
%	Oper. Engineers 15. HEALTH AND WELFARE 47½ HOURS AT 16 PER HOUR = $ 7.60 PENSION 47½ HOURS AT 16 PER HOUR = $ 7.60	
% 2.200 %	Teamsters 16. HEALTH AND WELFARE 32 HOURS AT 15 PER HOUR = $ 4.80 PENSION 32 HOURS AT 15 PER HOUR = $ 4.80 Laborers 38 20 7.60 38 15 5.70	$ 38.10
%	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$ 684.92
% 3.100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	$ 102.74
8.925 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$ 787.66

EN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E 309C

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED APRIL 30th 19 65

1. NAME AND ADDRESS OF CONTRACTOR
RIVERBEND CONTRACTORS INC.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

2. DESCRIPTION OF WORK
REMOVAL AND RESTORAT
PIPE LINE
SISKIYOU SUMMIT

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)	988 LOADER	6 Cu.Yd. cap.																					
(2)	651 SCRAPER	Tractor-2Wheel 560HP W/scraper																					
(3)	651 SCRAPER	Tractor-2Wheel 560HP W/scraper																					
(4)	#12 BLADE	Motor Grader 24,200 Lbs.																					
(5)	EUCLID END DUMP	25 Cu. Yd. Cap.																					
(6)	EUCLID END DUMP	25 Cu. Yd. Cap.																					
(7)	DRILL	4½" track mtd.																					
(8)	600 COMPRESSOR	501-650 Cu.Ft.																					
(9)	JACK HAMMER	51-68 Lbs.																					
(10)	JACK HAMMER	51-68 Lbs.																					
(11)	600 COMPRESSOR	501-650 Cu. Ft.																					
(12)	FLATBED	1½ Ton Cap.																					
(13)																							
(14)																							
(15)																							
(16)																							
(17)																							
(18)																							
(19)																							
(20)																							
(21)																							
(22)																							
(23)																							
(24)																							

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAG

8. TOTAL AMOUNT (ITEM 6 +

OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
CONTRACTORS INC. COLUMBIA BLVD. OREGON 97211	REMOVAL AND RESTORATION OF THE 8" PIPE LINE SISKIYOU SUMMIT	FEB. 2, 1967 4. CONTRACT NO 1-5-1-(53)00 5. EXTRA WORK ORDER NO.	2 of 2

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
																					18½									18½	25.20	$ 466.20
																					5									5	37.50	187.50
																					5									5	37.50	187.50
																					19									19	11.00	209.00
																					9									9	33.00	297.00
																					9									9	33.00	297.00
																					10									10	9.35	93.50
																					10									10	8.65	86.50
																					9									9	.65	5.85
																					9									9	.65	5.85
																					9									9	8.65	77.85
																					14									14	2.40	33.60
																														120½		$1,947.35

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % x ITEM 6)	$ 292.10
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	$2,239.45

Salem, Oregon
January 16, 1967

MEMO TO THE FILES

Siskiyou Summit-California Line
Contract No. [illegible]
Sprinkling Item - Adjustment

Mr. Kayser of our Cost Analysis Section has obtained some additional cost data at the Portland office of the Kizer Company showing the contractor's actual costs on this item. The information readily available was in monthly summary form broken down into labor, materials, fuel, and equipment components. These costs total to some $1[illegible],000+, compared to $177,000+ set forth by the contractor as a lump sum total in his March 4, 1966 letter.

I discussed this matter further with Mr. Jave and Mr. Kayser, and it was agreed that we should seek some further detailed breakdown of these monthly figures, at least for the materials and labor, in a force account form. Apparently, some of this material would be available only from the Kizer Company office located in California.

We believe documentation of this nature should be secured to substantiate any adjustments or additional compensation we may ultimately negotiate with the contractor as a settlement. Mr. Kayser will contact the contractor again to secure this.

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe

Salem, Oregon
October 31, 19[illegible]

1 Morgan
4 Decker D
6 Bond
Burbee
2 Walker W
Glenn
3 Swan
Trout
Scott
W.P.
Litchfield
Olson

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

The Heintz-Kiser Co. has made several claims for additional compensation on this contract. We have collected available data into the attached folder, on the first page of which is a summary of the 7 items and our recommendations. These are discussed in my June 23 memo. The 4 items on which we recommend some additional compensation, and the time problem, are discussed further as follows:

B. Special Backfill in Drains

We believe the acknowledged quantity overrun was accompanied by a change in unit cost of the item and is therefore eligible for adjustment in accordance with 1.9.5. We are recommending 15 cents per yard mile for the 7 miles additional haul required for the overrun quantity of 3,245 cu.yds. but nothing extra for the alleged more difficult placement locations.

C. Sprinkling

This is also a case of an increase in quantity accompanied by a change in unit cost. The contract quantity of water was used up by early July, 19[illegible]. On August 6 a pipe line from an alternate source (Cottonwood Creek) became operational. Prior to that, water had all been hauled from Bear Creek on the project or from Hilt, California, but the Bear Creek supply became inadequate. Our recommended adjustment is based on estimated truck haul costs rather than the pipe line method. A much more detailed analysis of the pipe line cost, including actual cost of installation, salvage or depreciation, and operation would be required if we attempted to make adjustment on basis of actual cost. Our proposal is just what we would have used during the construction to justify a unit price agreement adjustment then, and amounts to $29,131 for the actual overrun quantity. We believe this method is conservative and derives a lower amount than actual pipe line costs would. We believe the special provision about variation of quantity was not intended to cover the overrun that developed here.

This was done later F.B.

(from letter by John Bond, Staff Asst. Construction Eng.)

12

Bid Item No. 9 - Sprinkling

Bid Quantity amounted to	10,000 M Gallons
Semi-final Estimate pays	29,040.38 M Gallons

The above item has been discussed several times. Available on the job was sufficient water to supply the rate of designed usage, approximately 1½ Gallon per Cubic Yard of Excavation. But, there was not sufficient water to supply the demand as required during actual construction. Consequently, the Contractor had to locate water, negotiate with private owners for this water, and install approximately15,500 lineal feet of 8" line requiring 5 Pumps. The location, negotiations and installation required 42 Days. During this period the Contractor's earthwork was curtailed due to lack of water.

Actual Production Loss: 11 Days

The item of Sprinkling over-ran 19,040.38 M Gallons or approximately 200% of the original bid item. This item should be treated as a change in it's entirety.

The Contractor's field cost amounted to $5.17/M Gallon. To this should be added 18% (Administrative Overhead and Profit) which is a total of $6.10/M Gallon, actual monies due the Contractor on the entire item, or

a total income of:	$ 177,146.32
Less: Pay thru Semi-final Estimate	72,600.95
Due:	$ 104,545.37

Included in these costs is the cost of the system as follows:

Costs to secure additional water:	$ 11,771.28
Labor and Equipment to install system:	8,040.78
Rental and labor to maintain & operate:	10,798.00
Cost of Pipe - 33% Usage:	9,127.80
(from J.S. Bull)	$ 39,737.86

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)

P. O. BOX 25
ASHLAND, OREGON 97520

June 15, 1964

Re: [illegible]
Section of Pacific Highway in
Jackson County, Contract [illegible]
[illegible]
Bid Item No. 9 - Sprinkling

Oregon State Highway Department
Ashland, Oregon 97520

Gentlemen:

Reference is made to Paragraph [illegible] of the General Provisions. The Contract Bid Item No. 9 - Sprinkling, calls for [illegible] M gallons of water. This amounts to approximately 1 and 4/10 gallons per cubic yard of excavation. However, it appears it will take a minimum of 10 to 12 gallons of water per cubic yard of excavation, and Bid Item No. 9 could run as high as [illegible],000 M gallons.

This amount of water is not available at the jobsite. The Contractor has already increased his water hauling units, but the rate of application is far in excess of the anticipated rate. It has curtailed the Contractor's excavation items due to the amount of water used per cubic yard of excavation.

The additional water will have to be hauled, legal loads, for approximately 4.5 miles or an eight inch pipeline with pumps will have to be installed.

In view of the above facts, the Contractor is requesting additional money, for furnishing and handling the additional water needed.

Very truly yours,

R. A. HEINTZ CONSTRUCTION CO.
& RAY KIZER CONSTRUCTION CO.

R. A. Heintz, President
R. A. Heintz Construction Co.
a Partner in the Joint Venture

JEB/ck

D

CLEARING AND GRUBBING

Original Project estimate (Engineer's estimate)

Clearing & Grubbing 145 acres + 15 = 160 @ 1,000 = $160,000
Clearing only 50 acres + 5 = 55 @ 700 = $ 38,500
215 acres = $198,500

Estimate used was $225,000
Actual Heintz-Kizer bid was $225,000

Extra 11 acres required clearing only.

Valid to use original engineer's estimate for basis of adjustment since bid was identical.

11 acres x $700 = $7,700

3/67

FORM E-30 30M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 23, 1966

SUBJECT: Siskiyou Summit-California Line
Contract No. 6386
Heintz-Kizer Claim
Clearing Item

To: F. D. Morgan
Construction Engineer
SALEM

Attention: John Bond

Your letter of September 15 asked for information on "some unresolved questions concerning the part of the contractor's claim relating to the alleged extra clearing work." I have discussed this with Mr. McCormick, the resident engineer, and we can state that the contractor did not clear "everything" as Mr. Heintz stated.

The eleven acres referred to from Mr. McCormick's report of April 4, 1966, were cleared because it appeared that it would be necessary to do work there on slide correction and foundation work. No slide developed however. The 160 acres estimated by Mr. Juve the absolute minimum and was probably computed using cut and fill slopes. We do not believe that it could have included areas for cutoff ditches and etc. and our estimate of clearing is not necessarily available to a contractor when he makes his bid.

We feel that no excess was cleared except for the possibility of the 11 acres mentioned above and even that appeared to be necessary at the time of the staking. It was no different on the narrow outside strip beyond the slope stakes which is always cleared.

The clearing subcontractor's claim for extra acreage and which Mr. Heintz quoted as a basis for his claim is no valid support for the Heintz claim. The prime contractor, Heintz and Kizer even did a lot of the clearing themselves at the same time that they carried on the required unsuitable ground stripping operation. It is not believed that the subcontractor could include this so this makes his alleged acreage even more far fetched.

L R Chandler
L. R. Chandler
DIVISION ENGINEER

LRC:lf

in 3/4/66 letter.

excavation 179,960 cubic yards; or based on their average, the job would have been completed eight days prior to the time it was actually completed.

4. Clarification was requested on our price per acre for the overrun in clearing as covered on Page 8 in our letter of March 4, 1966. The original request for $478.00 per acre was based on clearing alone, from right-of-way to right-of-way on the south end of the project, which increased the clearing in the amount of approximately 63 acres. Mr. McCormick stated at the meeting that this was not the case. He stated that the only additional clearing was primarily on the toe of the fills and at the top of the cuts. This acreage amounted to approximately 12 acres. The Contractor's cost, including the clearing subcontractor, based on the original 164 acres was $1,061.00 per acre. We therefore request reimbursement for the overrun in this amount, per acre.

Very truly yours,

R. A. HEINTZ CONSTRUCTION CO. &
RAY KIZER CONSTRUCTION CO.

J. S. Budd
General Superintendent

JSB/sk

cc: Orig. & 3 to addressee
1 - Mr. R. A. Heintz
1 - Mr. Ray Kizer
1 - Engineering
1 - File

exorbitant, both Heintz and Kizer had indicated around $30,000 to 35,000 previously, but had never made a final commitment in writing. These installation of a pipe line was the contractors decision, and responsibility. This office feels that by putting on one or two additional water trucks when needed and better development and utilization of water in Bear Canyon, contractor could have maintained his Bid Price on the Project.

Page 8

15. Clearing and Grubing

Contractor did not clear from R/W to R/W on the South End of Project as his claims implies. Project was cleared to R/W line, in anticipated slide areas (3), at these locations which were out side of Embankment areas as follows sta. 690 ± to sta. 700 ±, sta. 713 ± to sta. 727 ±, and sta. 740 ± to sta. 755 ±.

In acreage this amounts to approx. 11 acres, Article 2.1.3. of the General Specifications cover this. Incidentley the clearing in these areas amounted to light brush and are occupied in part by drain ditches as covered in article 2.1.3..

16. This is well covered by letter dated April 6, 1964 and April 19, 1964 form this office, verifax copies are enclosed.

17. Fence

Additional Brace Posts were installed at locations where R/W a lignment was changed as follows: L^s 679+00 to L^s 686+97 requiring three (3) additional braces. Sta. 744 to 751 requiring four (4) additional braces. Fence inspectors instructed contractor to install additional braces at the following stations: L^s 701+50, L^s 709+00, L^n 694+75, L^n 702+00, L^n 740+66, L^n 732+20, L^n 736+80, these were between runs and did not quite qualify for 30° algabraic difference, but were necessary to a satisfactory fence installation. It is accomended that contractor be reimburest for that additional (14) brace assembilies.

Page 9.

18. Contractor is asking eleven (11) days extension due, to overrun in Embankment Foundation Quantities. Bid quantity was 335,100 cu. yds., as constructed was 383,600.7 cu. yds., for a overrun of 14.5% on this item. This is only 0.6 of 1% of the total contract bid items. So multiplying this times total number of calinder days would give a maximum three (3) additional days.

19. Finshing

Contractor is making claims for a normal finishing operation on any project. In his operation he left the bulk of this work until the last and made no effort to maintain some resemblance of a slope

(from McCormick letter [4-4-66)

Bid Item No. 1 - Clearing and Grubbing

Items Clearing and Grubbing are clearly outlined in both the Standard Specifications and the Special Provisions. On the Cross-Section sheets the quantities shown by the State to the Contractor prior to the bid amounted to 150 Acres, which included Fencelines, at a price of $478.00 per Acre. The Contractor based his bid on 164 Acres, which did not includes Fencelines, at a price of $478.00 per Acre. On the South-end of the job the Contractor was directed by stakes and flags to clear from Right-of-Way to Right-of-Way. This increased the area to be cleared by approximately 63 Acres.

The Contractor therefore requests additional monies for Clearing and Grubbing in the amount of: $ 30,114.00

⑯

Bid Item No. 41 - 84" Multi-Plate Pipe

This structure was damaged during the Winter Flood of 1964-65 due to inadequate design. The Contractor requests reimbursement for the costs to repair. $ 11,354.84

This structure controlled the Bear Creek Fill. Extra plate had to be ordered. After reciept of materials, it took six weeks to remove damaged portions and complete repairs. During this period the Contractor's production was seriously curtailed.

We request additional time in the amount of: 12 Days

⑦

Bid Item No. 47 - Fence

By directed alterations in details of construction with regard to alignment of Fence, an additional 17 Brace Posts were placed at a cost of $83.00 each. $ 1,411.00

(from J. S. Budd)

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. Box 25
ASHLAND, OREGON 97520

①

August 19, 1965

State of Oregon
Highway Department
2692 No. Pacific Hwy.
Medford, Oregon

Re: Time Extension
Siskiyou Summit-California Line
Cont. No. 6386

Attention: J. C. McCormick
Resident Engineer

Gentlemen:

On the above captioned project the Contractor was required to clear almost the entire Right-of-Way areas which far exceeds areas to be cleared and grubbed as outlined in the Specifications for measurement of Clearing and Grubbing.

The Contractor requests additional time and money based on the over-run of Acres cleared as opposed to measurement for Clearing and Grubbing as defined in the Standard Specifications.

The Contractor feels that the Clearing and Grubbing was the key to starting Excavation and that the delay encountered in the over-run of this item amounts to 25 Days of time.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO.
and RAY KIZER CONSTRUCTION CO.
A Joint Venture

By: R. A. Heintz
President
R. A. HEINTZ CONSTRUCTION CO.
A Partner in the Joint Venture

RAH:gb
cc: Addressee - 3
Siskiyou
Engineering
File

F

EXTRA BRACE POSTS

Brace Post	$ 9.60
Concrete - 0.6CY @$30	18.00
Labor - 4 hours @$4.10	16.40
	44.00
Less Line Post	1.25
	$ 42.75
15%	6.41
	$ 49.16
	x 14
	$688.24

(This from Cost Analyst Juve - October 24, 1966)

FORM M-30 30M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 21, 1965

SUBJECT: Siskiyou Summit-California Line
Contract No. 6366
Jackson County

Claim No. 4

To: F. D. Morgan
Construction Engineer
SALEM

Enclosed herewith are copies of two letters, one from Jack McCormick, Resident Engineer, and one from R. A. Heintz, R. A. Heintz Construction Company and Ray Kizer Construction Company, a joint venture. This letter from Mr. Heintz is requesting additional compensation for what he considers above normal number of brace rails that were used in constructing the fence on this project. It is my feeling that since this project is in very mountainous terrain, a contractor could expect to use more than a normal amount of brace rails. I hesitate to define what would be a normal number of brace rails.

It is my recommendation that no additional compensation be made for the above normal brace rails installed, since the contractor should have taken this into consideration when bidding this project.

W. H. Patton
for John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

cc: Jack McCormick

CONSTRUCTION [illegible]
[illegible]
JUL [illegible] 1965
NOTED [illegible]
JB

FORM 5-30X—30M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
July 12, 1965

SUBJECT: Claim on Fencing
Siskiyou Summit-Calif. Line Section
Pacific Hwy. - Jackson County
Contract # 6306

To: L. R. Chandler,
Division Engineer.

Enclosed find a copy of a letter from R. A. Heintz, contractor, on the subject project. In the letter Mr. Heintz is requesting additional time to complete fencing which will overrun the contract amount. He is also requesting compensation for additional braces placed in the fence.

The fencing on the project will overrun approx. 20%. Bid Quantities as near as can be determined, were arrived at by divideng the length of the project by rods and no consideration given to the mountinous terrain. If fencing is the only item left to complete, contractor should be given consideration for additional time.

The additional brace posts come about due to purchase of additional R/W in three locations and a few locations where inspector requested them to get a better installation. A price agreement will be worked up and submitted for your approval to cover these.

Jack C. McCormick
Jack C. McCormick,
Resident Engineer.

JCM:ll

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)
P. O. Box 25
ASHLAND, OREGON 97520

July 6, 1965

State of Oregon
Highway Department
2692 No. Pacific Highway
Medford, Oregon

Re: Fencing
SISKIYOU SUMMIT-CALIFORNIA LINE
Contract No. 6386

Attention: Jack C. McCormick
Resident Engineer

Gentlemen:

Our Fencing subcontractor has called our attention to the fact that fencing will over-run on this job. He feels that he has used in excess of the number of Brace Rails normally used. On this project the approximate cost of labor and materials for a Brace Rail is $72.00. He is not suggesting an over-run in Lineal Feet, but on extra time involved in installation. We would like to have your comments and also your re-evaluation on the number of Brace Rails placed on this contract..

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO. and
RAY KIZER CONSTRUCTION CO.
A Joint Venture

By: R. A. Heintz, President
R. A. HEINTZ CONSTRUCTION CO.

RAH:gb
cc: 3 to Addressee
1 to Siskiyou
1 to Engineering
File

H

1-1-5-4

Form CD-121 (1-63) Prec. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 21, 1966

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-5-1(53)00
Siskiyou Summit - California Line Section
Pacific Highway
Request for Extension of Contract Time

Siskiyou Summit -
Calif. Line. Contr. 6386
(Yantz - Kiser)

This office has reviewed Mr. Klaboe's letter of March 1, 1966, indicating a request by the contractor for an extension of the contract time on the subject project.

Your attention is directed to correspondence occurring between August 13, 1965 and December 17, 1965, with respect to a similar request on Oregon Project I-5-1(52)04. We wish to reiterate our objection to the contract provisions entitled "Completion Time Limit" which specifically deletes the portion of the Supplemental General Provisions providing for extensions of contract time.

We concur in your recommendation to extend the contract completion dates for this project from July 15, 1965 for the "early" unit and August 31, 1965 for the entire project to August 2 and September 11, 1965, respectively.

copies
REFERRED TO
Bond - Young - Traver
BY ASST. STATE HWY. ENGR.
For action only
3-25-66

NOTED
C.B. KLABOE

Routing
2 Morgan
Dodd
1 Bond B
Barbee
Walker
Glenn
3 Swan

RECEIVED
CONSTRUCTION DIVISION

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

FOR FILING

I-5-1(53)00
6386

March 27, 1967 **CONFIDENTIAL**

THIS REPORT AND LETTER IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

____________________ March 27, 1967
Signature Date

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Siskiyou Summit-California
Line Section Adjustments
Contract No. 6386
Oregon Project I-5-1(53)00

Dear Sir:

We have had further negotiation with the contractor on this project concerning adjustment in compensation on several items and have developed specific amounts for the four items which were listed in my December 21, 1966, letter. Our negotiations indicate that a final settlment could be reached within the amounts listed below, which also would include some additional time extension as discussed in the penultimate paragraph. The adjustments in all four items arise from overruns of bid quantities.

B. SPECIAL BACKFILL IN DRAINS

Because of a 67.6 percent overrun in the bid quantity on this item, the contractor's original source of material became exhausted and the overrun quantity was hauled from a different source located some seven miles further from the project. Adjustment - $3,407.25.

C. SPRINKLING WATER

This item overran 190 percent. We believe an overrun of this magnitude both as to total quantity and the rate of usage is very substantial. It is of such magnitude and the

NOTED
I. B. KLABOE

change to a pipeline delivery system to secure the water was such a drastic change in the character of the work under this item that equity justifies adjustment in the price. We do not believe the quantity variation special provision relieves us of this responsibility. As explained further in the cost justification attached, the additional compensation has now been derived from the contractor's actual costs in developing the alternate source and method of delivery of the water to the project. Adjustment - $53,396.94.

D. CLEARING AND GRUBBING

This was a lump sum bid item and the contract bid amount ($225,000) was the same as the engineer's estimate used for comparison of bids. We required extra-wide clearing at three locations where fill stability problems were anticipated; however, these extra-wide limits were not set forth on the plans. Adjustment - $7,700.

F. ADDED FENCE BRACE POSTS

Fourteen additional fence brace installations were required and were specifically requested in three locations that were not indicated on the plans. Adjustment - $688.24.

H. ADDITIONAL TIME EXTENSION

Our earlier request for concurrence in time extension included three days for the 14.5 percent (48,500 cubic yards) overrun in embankment foundation excavation. This was on the basis that it occupied only up to one-third of the grading equipment for an additional nine days. (Using the average daily production rate of 5,375 cubic yards.) Further discussion has emphasized that this overrun occurred mostly on the north, or early, unit which is where all the remaining liquidated damages were incurred. Foundation excavation started at Bear Canyon on May 15, 1964, and at Station 665, fill on May 18, 1964. General excavation work was all on the south end at that time and remained so until June 15. We therefore believe that the overrun in foundation work was more critical in relation to the early unit schedule than our first method took into account. We recommend that the remaining six days be allowed as extension on the early unit time. Adjustment - six days liquidated damages @ $420 = $2,520.

Data on each of these items is included in the attached folder under the same letter headings as used above. We hereby request Federal participation in the above items. A settlement may be achieved with the contractor on a lump sum basis for an amount less than the $67,712.43 total of the five items above. We seek assurance that such a settlement would be acceptable to the Bureau of Public Roads on a participating basis.

A prompt reply would be appreciated. Because these matters may ultimately become the subject of litigation between the State and the contractor, we request that this letter and attached material be restricted as to its usage.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
ORIGINAL SIGNED
TOM EDWARDS

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

S-147(2) Stayton Sec., FAS 570. 1964
Br. over Salem Ditch
#6387

Fav 570
Marion Co

OREGON STATE HIGHWAY DEPARTMENT

[illegible]GHWAY DEPARTMENT INVOICE

NO. 84853

FORM A-190 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]-1[illegible]1-[illegible]

NOTED
P. B. Arensmeier

Contract 6377
S-14760

NOTED
R. S. Coo[illegible]

RECEIVED
JUN 11 1965
ENGINEER
COUNTY & CITY DIVISION

Marion County
Court House
Salem, Oregon

Att: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
R. H. PRA[illegible]

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: [illegible], FAS 570. Covered by agreement dated [illegible]er 10, 19[illegible].			
County advance deposit		[illegible]	
Less amount previously transferred		1,[illegible]	
			[illegible]
County share construction cost		[illegible]	
Less amount previously transferred		1,[illegible]	
			[illegible]
			1[illegible].37
To be refunded			

ACKNOWLEDGEMENT OF BILLING REQUEST
Cash Received with Request: $
By

RECEIVED
APR 29 1964
FOR FILING

[illegible]

6387

April 29, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On April 16, 1964, we wrote to you concerning release of final payment on contract #6387, awarded to Johnston & Meloy, for construction of the Salem Ditch Bridge on the Stayton Bridge Section of FAS 570 (South 1st Avenue) in Marion County.

Final payment on this contract is $2,215.63 and the total contract amount is $11,375.91. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

cc: Johnston & Meloy
P. O. Box 3196
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
APR 15 1964
FOR FILING

6387

April 14, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 10 on Contract No. 6387. The contract was with Johnston and Meloy and was for work on Stayton Bridge on South First Avenue, FAS 570, in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 14, 1964, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. S-147(2)27	FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Marion
PROJECT REPORT NO. 4		PROJECT NO. S-147(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Salem Ditch Crossing, Stayton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-6-64	0.006
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,339.00	$ 7,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Ass't. State Highway Engineer
(Title)
By ______
(Title)
By ______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. V. Parsons
(Division Engineer)
By: LRBacklund
L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer February 28, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-147(2)

SALEM DITCH BRIDGE ON FAS 570 (S. 1ST AVE., STAYTON)

IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 18, 1964

Type Code X030
Salem Ditch Bridge (Br. #5352-A)(Sta. 9+04 to Sta. 9+37)(Contract 6287)

Remove Old Bridge	All	Required		$ 703.00
Load and Deliver Steel Piles	14	only	$ 9.50	133.00
Drive Steel Piles	14	only	79.75	1,116.50
Class "A" Concrete (37 cu.yd.)	All	Required		2,070.00
Metal Reinforcement (7,000 lbs.)	All	Required		658.90
3'x30'to 35' Prestressed Slabs	10	only	441.27	4,412.70
4'x30' to 35' Prestressed Slabs	3	only	529.27	1,587.81
Metal Parapet Rail	65	lin.ft.	8.25	536.25
		Subtotal		$11,218.16
		10% Engr. & Cont.		1,120.84
		Total		$12,339.00

Length of Structure - - - - - - - - - - - -0.006 miles

Federal Funds -	$ 7,700.00
State Funds -	2,319.50
County Funds- -	2,319.50
	$12,339.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maintenance: Chap. 529, laws 1939.

9

FORM E-123X 50M 3-63
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KE[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 24 1964
"FOR FILING"

S-147(2)

6387

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 20, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Stayton Bridge
Contract No. 6387
Federal Aid Project No.
S-147(2)

Work on the above project started on February 16, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc C.H. Maison
L.H. Young
D.B. Parkes
✓ Floyd Query

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-11-64	CC 846		524-1061-297

NOTED
R. H. PRANGE

- Marion County
- Courthouse
- Salem, Oregon
-

Att: Board of County Commissioners

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
DON HARWELL

INVOICE NUMBER
80944

NOTED
R. M. ALLISON

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			2,500.00
Partial transfer of advance deposit for the Salem Ditch Bridge, FAS 570, covered by agreement dated January 14, 1964.			1,700.00
To be retained			800.00

RECEIVED
FEB 13 1964
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $__________
By ____________________

NOTED
V. R. JONES

A 150 (REVISED 7-60)

Marion
FAS 570

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

January 30, 1964

Marion County
Board of County Commissioners
Courthouse
Salem, Oregon

Gentlemen:

On January 28, a satisfactory bid was received from Johnson & Meloy of Salem for constructing the Salem Ditch Section of FAS 570. As per the agreement between the State and County, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$11,218.16
12-1/2% Engineering and Contingencies	1,402.27
ESTIMATED TOTAL COST	$12,620.43
County Advance Deposit: 20% of $12,620.43 = $2,524.09 or say	$ 2,500.00

Please make this advance deposit in the amount of $2,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: John Anderson, County Engineer

NOTED
V. R. JONES

RECEIVED
APR 3 1964

FOR FILING

February 10, 1964

Johnston and Moloy
P. O. Box 3196
Salem, Oregon

AGENDA
MAR 12 1964
3a

Gentlemen:

The State Highway Commission on January 30, 1964, accepted your proposal for the construction of the bridge over the Salem Ditch on the Stayton Section, FAS 570, in Stayton in Marion County, for the sum of $11,218.16 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6387.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

Form cc-13 (1954 Rev.)

RESOLUTION

1-21-64

RECEIVED
JAN 28 1964
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, Federal Aid Secondary Highway No. 570 of the State of Oregon, known as the Scio-Stayton County Road, is routed through the City of Stayton, Marion County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues of said city; to wit:

South 1st Avenue from the south city limits of Stayton to Washington Street which is the northerly end of FAS 570.

AND, WHEREAS, the State Highway Commission of the State of oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Stayton will guarantee by resolution officially adopted by the City Council of said City that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Stayton, Marion County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by Federal Aid Secondary Highway No. 570 of the State of Oregon, known as the Scio-Stayton County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Stayton, Marion County, Oregon, this 21st day of January, 1964.

Attest:

Marjorie J. Kerr
City Recorder

Mayor

Duplicate

RECEIVED
JAN 16 1964
FOR FILING

CONTRACTS and
AGREEMENTS No.

Salem, Oregon
January 15, 1964

FAS-C Agreement
Salem Ditch Section
FAS 570, Marion County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Agreement with Marion County covering the Salem Ditch Section on FAS 570 in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rn
Attach: 1

RECEIVED
JAN 7 1964
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-147(2)

Highway No. FAS 570

Project Name Salem Ditch Bridge

NOTED
DON HARWELL

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

~~*3. We hereby~~ certify that all displaced persons have been ~~tendered all~~ assistance possible ~~and given all available~~ information to assist in ~~re-establishment~~ in residence, farm, or business.

Dated at Salem, Oregon, this 7th day of January, 1964.

Marion County by its
Board of County Commissioners

Pat McCarthy
Chairman

Henry A. [illegible]
Commissioner

Roy Hatley
Commissioner

*Certify either paragraph 2 or 3.

FORM E-30 80M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1964

SUBJECT: File No. 36422-Option
N. E. Marion St.-Kingston Road
Stayton-Scio County Road

To: Mr. H. S. Cox
County & City Engineer
Highway Building

NOTED
DON HARWELL

RECEIVED
JAN 7 1964
ENGINEER
COUNTY & CITY DIVISION

This is to confirm that on this date we handed you one original option form in quadruplet covering an easement to be acquired in connection with N. E. Marion Street-Kingston Road Section of the Stayton-Scio County Road in Marion County.

Please return a signed or conformed copy of the option to the Oregon State Highway Right of Way Department so that we may inform the engineers of the conditions, if any, on the transaction.

File No.	Name	Area
36422	Boise Cascade Corporation	600 sq. ft.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC:jm

cc: R. D. Asburry
E. J. Benner

NOTED
V. R. JONES

NOTED
P. H. [illegible]

MEMO TO J. W. NASH Salem Ditch Bridge Section Date: 12/23/63

FAS 570, MARION COUNTY

TERMINI: Bridge over Salem Ditch on NE 1st in City of Stayton.

NOTED
H. S. COX

NOTED
DON HARWELL

PROPOSED WORK: Construct RCDG bridge 33' long.

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

PROJECT LENGTH: 0.062 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$15,000	$9,000	$3,000	$3,000	(County)

EXISTING FACILITIES: Timber Bent Bridge 26' long and 23' 6" wide. Bridge, caps, stringers and deck have deteriorated and a wider structure is needed.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 16' bituminous surface, 24' roadway.

SOUTH/~~WEST~~ END: 16' bituminous surface, 24' roadway.

PROJECT DATA: Construct a prestressed concrete slab span on steel piling 33' long with a roadway width of 30' and ~~a~~ having two 5' sidewalks. Will be constructed on site of present structure and County will build connections to present road. County plans to widen road in future.

RIGHT OF WAY: 50' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: Held on December 18, 1963.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-147(1).

NOTED
V. R. JONES

VRJ:mm

copy for:

NOTED
H. S. COX

File Copy

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

DATA REQUIRED FOR PROGRAMMING COUNTY FAS PROJECTS

Date Dec. 19, 1963

NOTED
R. H. PRANGE

I. PROJECT DATA

A. County Marion FAS No. 570 ADT (1962) 2500

Name of Project Salem Ditch Bridge

Length 0.062 ~~miles~~ Location M.P. 8.01 ~~to M.P.~~

Constr. Bridge over Salem Ditch on N. 1st. Ave. in the City of Stayton

(Termini, relate to city, community center, road junctions, or other geographical features.)

B. Type of Work

(1) Grading: Approaches by County
Length ______ miles Subgrade width ______ feet

(2) Surfacing: Approaches by County
(a) Subbase: Length ______ miles Type of material ______
Width ______ feet Depth ______ inches

(b) Bottom base: By County
Length ______ miles Width ______ feet Depth ______ inches

(c) Top base or leveling: By County
Length ______ miles Width ______ feet Depth ______ inches

(d) Oiling: None
Type ______ Length ______ miles Width ______ feet

(e) Paving: By County
Type A.C. Length ______ miles Width ______ feet

(f) Shoulders: By County
Type ______ Length ______ miles Width ______ feet

(3) Structures: Type Prestressed Conc. slab span on steel piles

Clear width 30 feet Length 33 feet

Sidewalks: Width 5 feet One side ______ Both sides Yes

Describe immediate alignment, intersections or railroad crossings.

Immediate alignment on tangent. City street intersections 0.03 mi north and 0.03 mile south of structure.

NOTED
V. R. JONES

ocr 63-a

(4) General

(a) Will a complete survey be required? Yes X No ____

(b) Will a partial survey be required? Yes ____ No X
(line and grade only)

(c) Will early programming with B.P.R. be required? Yes ____ No X
(If yes, which of the following reasons apply)

Survey ____________ Construction Inspection ____________

Other ____________

Remarks ____________

C. Costs

Total	Federal	State	Other
$ 15,000	$ 9,000	$ 3,000	$ 3,000

D. Existing Facilities
New facility ____________ Reconstructed facility ____________

(1) Roadway: Length ______ miles Width ______ feet

Type surfacing ____________ Width ______ feet

(a) Alignment: (Note number, location and estimated degree of curves eased or eliminated.)

Alignment on tangent, no curves

(b) Grades: (Note % of grades, location and sight distances of vertical curves.)

No Grades

Remarks ____________

(2) Structures on existing facility. Yes X No ____

(a) Type 2-13' Timber Spans on Conc. Bents; Br. #5352
Width 23.5 feet Length 26' feet

(b) Condition of footings and piers. ____________

Structures on existing facility (cont'd)

(c) Condition of superstructure (caps, stringers, deck or truss)

Timber Caps: 80% good; timber stringers: 90% good; timber deck: 90% good; H-18.5

E. Adjacent Sections

(a) Roadway: N/~~E~~ Width 24 feet ~~W~~/S Width 24 feet

(b) Surface type: N/~~E~~ Bit. Surf. Width 16 feet

~~W~~/S Bit. Surf. Width 16 feet

(c) Describe proposed improvement, N/~~E~~. County will in the future widen N. 1st St on Westerly side to conform to

Describe proposed improvement, ~~W~~/S. width of new structure.

(d) Describe any immediate structures or facilities. Mill Race Bridge 0.23 mi. south of Salem Ditch, will be replaced under FAS Contract in 1964-65

(e) Any immediate apparent hazards? Yes ___ No X

Describe: ___

Remarks ___

F. Railroad Crossings

Yes ___ No X

(a) Name of railroad.

(b) Number of tracks. Mainline ___ Siding ___

(c) Number of trains per day. ___

(d) Number of high speed trains per day. ___

(e) Sight distance: N ___ feet S ___ feet

E ___ feet W ___ feet

Railroad crossings (cont'd)

(f) Present protection: Number of X-bucks________

Number of advance warning________ Number of stop signs________

Automatic signal - type________

(g) Proposed protection: ________

(h) P.U.C. hearing? Yes____ No X

Remarks________

(i) If improvement, state amount of railroad participation. ________%

G. Access Control Yes____ No X

Remarks________

H. System Action Yes____ No X

Remarks________

I. Public Hearing Yes X No____

Remarks Public Hearing Held in Stayton Dec. 18, 1963

J. Unusual or complicated situations Yes____ No X

Remarks________

K. Exceptions to minimum standards Yes____ No X

Remarks________

II. ROUTE DATA

County Marion & Linn FAS No. 570 M.P. 0.0 (Scio) to M.P. 8.2 (Stayton)

Name of road Stayton - Scio Road

A. Service Rendered

(1) School bus route Yes X No ____
(2) Mail route Yes X No ____
(3) Paper route Yes X No ____
(4) Milk route Yes X No ____
(5) Type of traffic Suburban X Rural X

Describe: Farm to market, inter-city route (Scio - Stayton), log haul route, inter-county (Linn - Marion)
(Industrial, recreational, farm to market, community centers, etc.)

B. General Description of Alignment and Grades

Alignment: Good ____ Fair X Poor ____

Grades: Flat X Moderate ____ Steep ____

Maximum grades ______ %

Maximum curves ______ °

Minimum sight distance ______ feet

Remarks See S-147(1)

C. Route Terrain

Flat X Rolling ____ Mountainous ____

Remarks ______

D. Does route traverse any public lands? Yes ____ No X

If yes, describe. ______

E. Forest Highway No. ______

ccr 63-a

NOTED
[illegible]

NOTED
H. S. COX

Salem, Oregon
December 6, 1963

NOTED
DON HARWELL

FILE

Mill Race and Salem Ditch Bridges
FAS 570
Marion County

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

Marion County has been consulted regarding the sidewalks on the above bridges. The County Engineer has approved sidewalks on both sides of these bridges and the designs may be changed accordingly.

Verne R. Jones
County & City Planning Engineer

VRJ:eb

cc: Ivan Merchant
D. J. Barbee
Frank Hall

NOTED
V. R. JONES

FAS 570

524-1495 Linn Co

FORM E-30X 50M 3-63 49608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

NOTED
H. S. COX

Salem, Oregon
September 30, 1963

FAS 570

SUBJECT: Salem Ditch Bridge and Mill Race Units
of the Stayton Bridge Section
Marion and Linn County FAS Project

To:

Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. D. J. Barbee

NOTED
DON HARWELL

NOTED
R. H. [illegible]

Herewith vicinity maps on the Salem Ditch Bridge and the Mill Race Bridge in the City of Stayton on the subject project.

NOTED
R. M. ALLISON

On the Salem Ditch Bridge, it is my understanding that this street can be closed for traffic during the construction of the bridge. This vicinity map shows an "L" centerline together with a construction centerline. It is the plan of the County to sometime in the future widen this road, all widening to be done on the westerly side. At the present time a bridge is to be constructed to satisfy the existing facility in such a manner that when the street is widened the bridge can also be widened.

The vicinity map for the Mill Race Bridge is not complete in that the grade line is tentative only and may be changed when the grade line for the river bridge is established. This bridge is to be constructed on the revised centerline. Traffic will have to be maintained along this street during construction of the bridge. If it is not possible to construct the bridge half at a time or some other such method to keep at least one-way traffic through the area, a detour will have to be constructed. A note on this vicinity map states that the approaches are to be constructed under the contract for the river bridge. Due to the time element in the scheduling of the two bridges, I do not think this advisable. Believe that approaches should be built to this bridge so that it can be used from the time it is completed until the river bridge is contracted, which probably will be next fall.

Will you please forward these vicinity maps to the Bridge Department so that they can start working on the design for these bridges.

R. D. Asburry
R. D. Asburry
Division Engineer

RECEIVED
OCT 1 1963
ENGINEER
COUNTY & CITY DIVISION

RDA:AM
cc Mr. Ivan Merchant
Mr. H. S. Cox

This conforms to my discussion
with Mr. Asburry V.J.

MARION COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 570, South 1st Avenue: Mill Race and Salem Ditch Bridges, $52,000.

The proposed project is for the replacing of a 113' pile trestle over the Mill Race and a 26' timber span over the Salem Ditch. Both bridges are in the city of Stayton. The county requests that the new structures have a clear width of 30' and a 4' sidewalk on the easterly sides.

The Mill Race Bridge is located within the project limits of the proposed Stayton Bridge section, and line and grade should be coordinated with that project. The county requests that these bridges be contracted after July 1, 1963.

COMM. APPROVED [redacted] 1/31/63

63-a
1/22/63

I-80N-5 Airport Rd.-Irrigon Jct. Sec., 1964
(10)157 Columbia River Hwy. (Grad., Pav.,
#6388 Oil. & Struct.) Folder # 1

C&A
2666
2682
2847

Monthly transaction number
6-9

Project report number
23

Modification number
4

FO R-2A
(RE 0-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

te
Oregon

County
Morrow

Project number
I-80N-5(10)157

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 10, 19 64, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,312,358	$ 2,329,909
Federal funds	$ 1,506,708.28	$ 1,525,374.85
Other revisions		

This modification is made for the following reasons:

Based on Post Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21 day of May, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
~~(Division Engineer)~~
L. R. Backlund, Admin. Manager

STATE COPY

Monthly transaction number 1-187	FO R-2A (5-3) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 1-14-66	County Morrow
Project report number 588 17		Project number I-80N-5(10)157

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 10, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 2,312,358.22

Revised Federal funds $ 1,506,708.28

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1966.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe
Assistant State Highway Engineer
(Title)

~~By~~ A. W. Parsons
(Division Engineer)

By WBacklund
L. R. Backlund, Administrative Mgr

By ______________________
(Title)

By ______________________
(Title)

~~DIVISION FILE COPY~~ STATE COPY

Monthly transaction number RECEIVED NOV 1 6 1965 7	F PR-2A U.S. DEPARTMENT OF COMMERCE (5-.57) BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number FOR FILING 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-3-65	County **Morrow**
I-80N-5(10 157		Project number **I-80N-5(10)157**

6388

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 10, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 2,232,910.00

Revised Federal funds $ 1,428,600.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of November, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

~~By~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(10)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include increase in quantity of Gravel Blanket, bid item No. 11.)

Salem, Oregon, October 21, 1965

Type Code 6201
Roadway (Sta. 1102+00 Thru Equa. 1519+79.97=181+28.15 to Sta. 240+91.97)(Contract No. 6388)

Clearing and Grubbing	All	Required		$ 20,000.00
Removal of Existing Bridge	All	Required		10,000.00
Drainage Excavation, Unclassified	6,500	cu.yd.	$ 2.00	13,000.00
Special Borrow Excavation, Unclassified	291,000	cu.yd.	0.45	130,950.00
General Excavation, Unclassified	1,155,000	cu.yd.	0.29	334,950.00
Short Overhaul	5,515,000	yd.sta.	0.0025	13,787.50
Long Overhaul	493,000	C-yd.sta.	0.25	123,250.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	5,500	lin.ft.	0.15	825.00
Furnishing and Placing Topsoil	17,200	cu.yd.	1.50	25,800.00
Gravel Blanket	125,300	cu.yd.	1.00	125,300.00
Seeding	80	acre	100.00	8,000.00
Mulching	10	acre	200.00	2,000.00
Grass Seed, Crested Wheatgrass	690	lb.	0.50	345.00
Grass Seed, Hard Fescue	350	lb.	0.50	175.00
Grass Seed, Newport Bluegrass	800	lb.	0.60	480.00
Grass Seed, Chewings Fescue	800	lb.	0.60	480.00
Inorganic Fertilizer, 10-16-8	300	cwt.	5.50	1,650.00
15-inch Culvert Pipe	1,450	lin.ft.	2.90	4,205.00
18-inch Culvert Pipe	3,200	lin.ft.	3.45	11,040.00
24-inch Culvert Pipe	160	lin.ft.	5.00	800.00
36-inch Culvert Pipe	200	lin.ft.	8.00	1,600.00
15-inch Metal Pipe	1,620	lin.ft.	2.90	4,698.00
18-inch Metal Pipe	540	lin.ft.	3.45	1,863.00
24-inch Metal Pipe	410	lin.ft.	5.00	2,050.00
36-inch Metal Pipe	750	lin.ft.	10.00	7,500.00
15-inch Concrete Pipe	18	lin.ft.	5.00	90.00
18-inch Concrete Pipe	132	lin.ft.	6.00	792.00
24-inch Siphon Pipe	410	lin.ft.	6.00	2,460.00
36-inch Siphon Pipe	340	lin.ft.	10.00	3,400.00
Special Concrete Siphon Box	1	only	300.00	300.00
Extra for Pipe Under Pavement	160	lin.ft.	4.00	640.00
8-inch Metal Drain Pipe	770	lin.ft.	1.80	1,386.00
8-inch Metal Slide Gate	1	only	100.00	100.00
Salvaging and Stockpiling Culvert Pipe	200	lin.ft.	3.00	600.00
15-inch Culvert End Sections	46	only	25.00	1,150.00
18-inch Culvert End Sections	86	only	35.00	3,010.00

36-inch Culvert End Sections	3	only	$ 100.00	$ 300.00
2-inch Water Pipe	400	lin.ft.	1.00	400.00
2 1/2-inch Water Pipe	130	lin.ft.	1.00	130.00
1 1/2-inch Electrical Conduit	530	lin.ft.	1.00	530.00
Concrete Inlets, Type "G"	4	only	175.00	700.00
Class "A" Concrete in Drainage Structures	310	cu.yd.	85.00	26,350.00
Metal Reinforcement in Drainage Structures	45,100	lb.	0.14	6,314.00
Miscellaneous Metal in Trash Racks	All Required			350.00
Concrete Ditch Lining	1,500	sq.yd.	4.00	6,000.00
Metal Guard Rail	17,800	lin.ft.	2.20	39,160.00
Rail End Pieces	64	only	5.00	320.00
Type 2 Barricade	1,200	lin.ft.	4.00	4,800.00
Salvage Type 2 Barricade	1,200	lin.ft.	0.75	900.00
Guide Posts, W-1	460	only	7.00	3,220.00
Guide Posts, Y-2	260	only	8.00	2,080.00
Guide Posts, Y-3	8	only	10.00	80.00
Type 1 Fence	4	rod	6.00	24.00
Type 2 Fence	3,800	rod	6.50	24,700.00
Salvage and Reinstall Type 1 Fence	770	rod	4.00	3,080.00
16' x 48" Metal Gates	6	only	85.00	510.00
Material in Subbase	254,000	ton	0.60	152,400.00
Coarse Crushed Material in Base	162,000	ton	1.05	170,100.00
3/4" - 0 Material in Base	23,600	ton	1.08	25,488.00
Sprinkling	10,000	M-gal.	1.75	17,500.00
Preparation of Base	1.48	mile	300.00	444.00
3/4-inch Material in Binder Course	144	cu.yd.	4.00	576.00
Furnishing and Placing Aggregates	900	cu.yd.	4.00	3,600.00
MC-250 Asphalt	22	ton	45.00	990.00
120-150 Asphalt	68	ton	45.00	3,060.00
RS-1 Asphalt	26	ton	45.00	1,170.00
Plant-Mix Bituminous Base	48,400	ton	2.70	130,680.00
Asphalt in Bituminous Base	1,960	ton	33.50	65,660.00
Asphaltic Concrete Mixture	95,300	ton	2.90	276,370.00
Asphalt in Mixture	5,250	ton	33.50	175,875.00
				$2,006,537.50

Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
Signing	All Required	200.00
Painting Cattle Guards	All Required	700.00
Shaping Existing Boardman Interch.	All Required	1,000.00
		$ 2,900.00

Utilities

Work by Pacific N.W. Bell Tel. Co.	All Required	$ 6,600.00
Work by Umatilla Electric Co-op.	All Required	427.45
Work by Eastern Oregon Tel. Co.	All Required	714.00
		$ 7,741.45

Subtotal	$2,017,178.95
10% Engr. & Cont.	201,717.05
Total	$2,218,896.00

Type Code X080
USRS Canal Bridge (Br. #9304)(Sta. 121+35 to Sta. 121+67 on Wilson Road)
(Center Line Sta. Approx. 241+00)(Contract No. 6388)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	70 cu.yd.	$ 5.00	350.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Class "A" Concrete (30 cu.yd.)	All Required		2,700.00
3' x 30' to 35' Prestressed Slabs	11 only	640.00	7,040.00
Metal Reinforcement (2,400 lb.)	All Required		600.00
			$ 12,740.00
	Subtotal		$ 12,740.00
	10% Engr. & Cont.		1,274.00
	Total		$ 14,014.00

Length of Roadway - - - - - - - - - - - - - - -	9.042 Miles
Length of 1 Structure - - - - - - - - - - - - -	0.000 Miles
Length of 2 Structures - - - - - - - - - - - - -	0.000 Miles (Exception)
Total Length - - - - - - - - - - - - - - - -	9.042 Miles
Cost of Roadway Per Mile- - - - - - - - - - - -	$241,778.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	US Army* Engr. Funds
Roadway	$2,218,896.00	$1,415,800.00	$123,179.00	$679,917.00
Structure	14,014.00	12,800.00	1,214.00	-
	$2,232,910.00	$1,428,600.00	$124,393.00	$679,917.00

*Note: Based on cost of U.S. Army Engr. responsibility as per attached sheets.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

State

Monthly transaction number I 80N-5(10)157 5-4	For 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-22-64	te **Oregon**
		County **Morrow**
Project report number **9**		Project number **I-8GN-5(10)157**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **March 10**, 19**64**, is hereby modified as follows:

Revised estimated total cost of project	$ **2,186,161.00**
Revised Federal funds	$ **1,383,600.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **22** day of **April**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. M. Parsons
Division Engineer

L R Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(10)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in P.S. and E. status.)

Salem, Oregon, March 18, 1964

Type Code 6201

Roadway (Sta. 1102+00 Thru Equa. 1519+79.77=181+28.15 to Sta. 240+91.97)(Contract No. 6338)

Clearing and Grubbing	All	Required		$ 20,000.00
Removal of Existing Bridge	All	Required		10,000.00
Drainage Excavation, Unclassified	6,500	cu.yd.	$ 2.00	13,000.00
Special Borrow Excavation, Unclassified	291,000	cu.yd.	0.45	130,950.00
General Excavation, Unclass.	1,155,000	cu.yd.	0.29	334,950.00
Short Overhaul	5,515,000	yd.sta.	0.0025	13,787.50
Long Overhaul	493,000	C-yd.sta.	0.25	123,250.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	5,500	lin.ft.	0.15	825.00
Furnishing and Placing Topsoil	17,200	cu.yd.	1.50	25,800.00
Gravel Blanket	82,800	cu.yd.	1.00	82,800.00
Seeding	80	acre	100.00	8,000.00
Mulching	10	acre	200.00	2,000.00
Grass Seed, Crested Wheatgrass	690	lb.	0.50	345.00
Grass Seed, Hard Fescue	350	lb.	0.50	175.00
Grass Seed, Newport Bluegrass	800	lb.	0.60	480.00
Grass Seed, Chewings Fescue	800	lb.	0.60	480.00
Inorganic Fertilizer, 10-16-8	300	cwt.	5.50	1,650.00
15-inch Culvert Pipe	1,450	lin.ft.	2.90	4,205.00
18-inch Culvert Pipe	3,200	lin.ft.	3.45	11,040.00
24-inch Culvert Pipe	160	lin.ft.	5.00	800.00
36-inch Culvert Pipe	200	lin.ft.	8.00	1,600.00
15-inch Metal Pipe	1,620	lin.ft.	2.90	4,698.00
18-inch Metal Pipe	540	lin.ft.	3.45	1,863.00
24-inch Metal Pipe	410	lin.ft.	5.00	2,050.00
36-inch Metal Pipe	750	lin.ft.	10.00	7,500.00
15-inch Concrete Pipe	18	lin.ft.	5.00	90.00
18-inch Concrete Pipe	132	lin.ft.	6.00	792.00
24-inch Siphon Pipe	410	lin.ft.	6.00	2,460.00
36-inch Siphon Pipe	340	lin.ft.	10.00	3,400.00
Special Concrete Siphon Box	1	only	300.00	300.00
Extra for Pipe Under Pavement	160	lin.ft.	4.00	640.00
8-inch Metal Drain Pipe	770	lin.ft.	1.80	1,386.00
8-inch Metal Slide Gate	1	only	100.00	100.00
Salvaging and Stockpiling Culvert Pipe	200	lin.ft.	3.00	600.00
15-inch Culvert End Sections	46	only	25.00	1,150.00
18-inch Culvert End Sections	86	only	35.00	3,010.00
36-inch Culvert End Sections	3	only	100.00	300.00

2-inch Water Pipe	400	lin.ft.	$ 1.00	$ 400.00
2 1/2-inch Water Pipe	130	lin.ft.	1.00	130.00
1 1/2-inch Electrical Conduit	530	lin.ft.	1.00	530.00
Concrete Inlets, Type "G"	4	only	175.00	700.00
Class "A" Concrete in Drainage Structures	310	cu.yd.	85.00	26,350.00
Metal Reinforcement in Drainage Structures	45,100	lb.	0.14	6,314.00
Miscellaneous Metal in Trash Racks	All	Required		350.00
Concrete Ditch Lining	1,500	sq.yd.	4.00	6,000.00
Metal Guard Rail	17,800	lin.ft.	2.20	39,160.00
Rail End Pieces	64	only	5.00	320.00
Type 2 Barricade	1,200	lin.ft.	4.00	4,800.00
Salvage Type 2 Barricade	1,200	lin.ft.	0.75	900.00
Guide Posts, W-1	460	only	7.00	3,220.00
Guide Posts, Y-2	260	only	8.00	2,080.00
Guide Posts, Y-3	8	only	10.00	80.00
Type 1 Fence	4	rod	6.00	24.00
Type 2 Fence	3,800	rod	6.50	24,700.00
Salvage and Reinstall Type 1 Fence	770	rod	4.00	3,080.00
16' x 48" Metal Gates	6	only	85.00	510.00
Material in Subbase	254,000	ton	0.60	152,400.00
Coarse Crushed Material in Base	162,000	ton	1.05	170,100.00
3/4" - 0 Material in Base	23,600	ton	1.08	25,488.00
Sprinkling	10,000	M-gal.	1.75	17,500.00
Preparation of Base	1.48	mile	300.00	444.00
3/4-inch Material in Binder Course	144	cu.yd.	4.00	576.00
Furnishing and Placing Aggregates	900	cu.yd.	4.00	3,600.00
MC-250 Asphalt	22	ton	45.00	990.00
120-150 Asphalt	68	ton	45.00	3,060.00
RS-1 Asphalt	26	ton	45.00	1,170.00
Plant-Mix Bituminous Base	48,400	ton	2.70	130,680.00
Asphalt in Bituminous Base	1,960	ton	33.50	65,660.00
Asphaltic Concrete Mixture	95,300	ton	2.90	276,370.00
Asphalt in Mixture	5,250	ton	33.50	175,875.00
				$1,964,037.50
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,000.00
Signing	All	Required		200.00
Painting Cattle Guards	All	Required		700.00
Shaping Existing Boardman Interch.	All	Required		1,000.00
				$ 2,900.00
Utilities				
Work by Pacific N.W. Bell Tel. Co.	All	Required		$ 6,600.00
Work by Umatilla Electric Co-op.	All	Required		427.45
Work by Eastern Oregon Tel. Co.	All	Required		714.00
				$ 7,741.45
	Subtotal			$1,974,678.95
	10% Engr. & Cont.			197,468.05
			Total	$2,172,147.00

Type Code X080
TIRS Canal Bridge Br. #9304) Sta. 121 35 to Sta. 121-07 on Wilson Road)
Center Line Sta. Approx. 241-00) Contract No. 6368)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	70 cu.yd.	$ 5.00	350.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Class "A" Concrete (30 cu.yd.)	All Required		2,700.00
3' x 30' to 35' Prestressed Slabs	11 only	640.00	7,040.00
Metal Reinforcement (2,400 lb.)	All Required		600.00
	Subtotal		$ 12,740.00
	10% Engr. & Cont.		1,274.00
	Total		$ 14,014.00

Length of Roadway - - - - - - - - - 9.042 Miles
Length of 1 Structure - - - - - - - 0.000 Miles
Length of 2 Structures- - - - - - 0.000 Miles (Exceptions)
Total Length- - - - - - - - - - - 9.042 Miles
Cost of Roadway Per Mile- - - - - $241,778.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	US Army* Engr. Funds
Roadway	$2,172,147.00	$1,372,800.00	$119,430.00	$679,917.00
Structure	14,014.00	12,800.00	1,214.00	-
	$2,186,161.00	$1,385,600.00	$120,644.00	$679,917.00

*Note: Based on cost of U.S. Army Engr. responsibility as per attached sheets.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

AIRPORT ROAD-IRRIGON JCT. SECTION

PROJECT NO. I-80N-5(16)157

Estimated cost of work by Pacific Northwest Bell Telephone Co.

Plan No. 2

Labor	$2,960.00
Materials	1,780.00
Contract Costs	1,025.00
Equipment	400.00
Construction Overhead	780.00
Salvage Credit	-345.00 Cr.
	$6,600.00

Estimated cost of work by the Eastern Oregon Telephone Company.

Labor	$ 344.00
Materials	326.00
Equipment	74.00
Salvage Credit	- 30.00 Cr.
	$ 714.00

Corps of Engrs.	responsibility (50%)	$ 357.00)
(State	responsibility (50%)	$ 357.00)

Estimated cost of work by the Umatilla Electric Co-op. Assn.

Change #1 (State Responsibility)

Labor	$ 81.84
Materials	41.70
Equipment	18.00
Salvage Credit	- 7.00 Cr.
	$ 134.54

Change #2 (Corps of Engrs. Responsibility)

Labor	$ 130.95
Materials	171.46
Equipment	16.50
Salvage Credit	- 26.00 Cr.
	$ 292.91

Total Cost	$ 427.45

AIRPORT ROAD-L[illegible]IGON JUNCTION SECTION

PROJECT NO. I-80N-5(10)157

Cost of U.S. Army responsibility within the Federal-Aid Project per letter to Corps of Engineers, dated January 31, 1964. Based on low bid prices.

Type Code 6201
Roadway (Sta. 1370+00 to Sta. 1444+00)

QUANTITY SUMMARY AND COST ESTIMATE
CORPS OF ENGINEERS OBLIGATION

	ITEM	UNIT	GROSS	PRICE	AMOUNT
1.	Clearing and Grubbing	Lump Sum	21%	$20,000.00	$ 4,200.00
3.	Drainage Excavation, Unclassified	Cu.Yd.	1,470	2.00	2,940.00
5.	General Excavation, Unclassified	Cu.Yd.	769,780	0.29	223,236.20
6.	Short Overhaul	Yd.Sta.	1,873,680	0.0025	4,684.20
7.	Long Overhaul	C-Yd.Sta.	129,510	0.25	32,377.50
8.	Finishing Roadbed and Slopes	Lump Sum	21%	4,000.00	840.00
9.	Rounding Cutbanks	Lin.Ft.	4,840	0.15	726.00
10.	Furnishing and Placing Topsoil	Cu.Yd.	17,200	1.50	25,800.00
11.	Gravel Blanket	Cu.Yd.	18,850	1.00	18,850.00
12.	Seeding	Acre	26	100.00	2,600.00
13.	Mulching	Acre	10	200.00	2,000.00
14.	Grass Seed, Crested Wheatgrass	Lb.	170	0.50	85.00
15.	Grass Seed, Hard Fescue	Lb.	80	0.50	40.00
16.	Grass Seed, Newport Bluegrass	Lb.	800	0.60	480.00
17.	Grass Seed, Chewings Fescue	Lb.	800	0.60	480.00
18.	Inorganic Fertilizer, 10-16-8	Cwt.	105	5.50	577.50
19.	15-inch Culvert Pipe	Lin.Ft.	1,440	2.90	4,176.00
20.	18-inch Culvert Pipe	Lin.Ft.	750	3.45	2,587.50

AIRPORT ROAD-IRRIGON JUNCTION SECTION

PROJECT NO. I-80N-5(10)157

QUANTITY SUMMARY AND COST ESTIMATE
CORPS OF ENGINEERS OBLIGATION

	ITEM	UNIT	GROSS	PRICE	AMOUNT
25.	24-inch Metal Pipe	Lin.Ft.	410	$ 5.00	$ 2,050.00
26.	36-inch Metal Pipe	Lin.Ft.	120	10.00	1,200.00
29.	24-inch Siphon Pipe	Lin.Ft.	410	6.00	2,460.00
31.	Special Concrete Siphon Boxes	Each	1	300.00	300.00
36.	15-inch Culvert End Sections	Each	20	25.00	500.00
37.	18-inch Culvert End Sections	Each	11	35.00	385.00
40.	2 1/2-inch Water Pipe	Lin.Ft.	115	1.00	115.00
41.	1 1/2-inch Electrical Conduit	Lin.Ft.	115	1.00	115.00
45.	Miscellaneous Metal in Trash Racks	Lump Sum	All Specified	(50%)	175.00
47.	Metal Guard Rail	Lin.Ft.	5,000	2.20	11,000.00
48.	Rail End Pieces	Each	23	5.00	115.00
51.	Guide Posts, W-1	Each	110	7.00	770.00
52.	Guide Posts, Y-2	Each	85	8.00	680.00
53.	Guide Posts, Y-3	Each	2	10.00	20.00
55.	Type 2 Fence	Rod	1,140	6.50	7,410.00
58.	Material in Subbase	Ton	67,480	0.60	40,488.00
59.	Coarse Crushed Material in Base	Ton	41,440	1.05	43,512.00
60.	3/4" - 0 Material in Base	Ton	9,810	1.08	10,594.80
61.	Sprinkling	M-gal.	3,780	1.75	6,615.00
68.	Plant-Mix Bituminous Base	Ton	13,540	2.70	36,558.00
69.	Asphalt in Bituminous Base	Ton	575	33.50	19,262.50
70.	Asphaltic Concrete Mixture	Ton	22,430	2.90	65,047.00

AIRPORT ROAD-IRRIGON JUNCTION SECTION

PROJECT NO. I-80N-5(10)157

QUANTITY SUMMARY AND COST ESTIMATE
CORPS OF ENGINEERS OBLIGATION

	ITEM	UNIT	GROSS	PRICE	AMOUNT
71.	Asphalt in Mixture	Ton	1,230	$ 33.50	$ 41,205.00
			Subtotal		$617,257.20
	Flagging		All Required	(20%)	200.00
	UTILITIES				
	Work by Eastern Oregon Electric Co.		All Required		$ 357.00
	Work by Umatilla Electric Co-op.		All Required		292.91
					$ 649.91
			Subtotal		$618,107.11
			10% Engr. & Cont.		61,809.89
			Total		$679,917.00

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 3-69	FO 2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	E Oregon
		COUNTY Morrow
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 3-10-64	PROJECT NO. I-80N-5(10)157

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Airport Road to Irrigon Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-63	9.042
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,184,905.00	$ 1,385,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L R Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer March 10, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(10)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 21, 1964

Type Code 6201
Roadway (Sta. 1102+00 thru Equa. 1519+79.97 = 181+28.15 to Sta. 240+91.97)
(Contract No. 6388)

Clearing and Grubbing	All	Required	$	$ 20,000.00
Removal of Existing Bridge	All	Required		10,000.00
Drainage Excavation, Unclassified	6,500	cu.yds.	2.00	13,000.00
Special Borrow Excavation, Unclassified	291,000	cu.yds.	0.45	130,950.00
General Excavation, Unclassified	1,155,000	cu.yds.	0.29	334,950.00
Short Overhaul	5,515,000	yd.stas.	0.0025	13,787.50
Long Overhaul	493,000	C-yd.stas.	0.25	123,250.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	5,500	lin.ft.	0.15	825.00
Furnishing and Placing Topsoil	17,200	cu.yds.	1.50	25,800.00
Gravel Blanket	82,800	cu.yds.	1.00	82,800.00
Seeding	80	acres	100.00	8,000.00
Mulching	10	acres	200.00	2,000.00
Grass Seed, Crested Wheatgrass	690	lbs.	0.50	345.00
Grass Seed, Hard Fescue	350	lbs.	0.50	175.00
Grass Seed, Newport Bluegrass	800	lbs.	0.60	480.00
Grass Seed, Chewings Fescue	800	lbs.	0.60	480.00
Inorganic Fertilizer, 10-16-8	300	cwt.	5.50	1,650.00
15-inch Culvert Pipe	1,450	lin.ft.	2.90	4,205.00
18-inch Culvert Pipe	3,200	lin.ft.	3.45	11,040.00
24-inch Culvert Pipe	160	lin.ft.	5.00	800.00
36-inch Culvert Pipe	200	lin.ft.	8.00	1,600.00
15-inch Metal Pipe	1,620	lin.ft.	2.90	4,698.00
18-inch Metal Pipe	540	lin.ft.	3.45	1,863.00
24-inch Metal Pipe	410	lin.ft.	5.00	2,050.00
36-inch Metal Pipe	750	lin.ft.	10.00	7,500.00
15-inch Concrete Pipe	18	lin.ft.	5.00	90.00
18-inch Concrete Pipe	132	lin.ft.	6.00	792.00
24-inch Siphon Pipe	410	lin.ft.	6.00	2,460.00
36-inch Siphon Pipe	340	lin.ft.	10.00	3,400.00
Special Concrete Siphon Box	1	only	300.00	300.00
Extra for Pipe Under Pavement	160	lin.ft.	4.00	640.00
8-inch Metal Drain Pipe	770	lin.ft.	1.80	1,386.00
8-inch Metal Slide Gate	1	only	100.00	100.00
Salvaging and Stockpiling Culvert Pipe	200	lin.ft.	3.00	600.00
15-inch Culvert End Sections	46	only	25.00	1,150.00
18-inch Culvert End Sections	86	only	35.00	3,010.00

36-inch Culvert End Sections	3 only	$ 100.00	$ 300.00
2-inch Water Pipe	400 lin.ft.	1.00	400.00
2-1/2 Inch Water Pipe	130 lin.ft.	1.00	130.00
1-1/2 Inch Electrical Conduit	530 lin.ft.	1.00	530.00
Concrete Inlets, Type "G"	4 only	175.00	700.00
Class "A" Concrete in Drainage Structures	310 cu.yds.	85.00	26,350.00
Metal Reinforcement in Drainage Structures	45,100 lbs.	0.14	6,314.00
Miscellaneous Metal in Trash Racks	All Required		350.00
Concrete Ditch Lining	1,500 sq.yds.	4.00	6,000.00
Metal Guard Rail	17,800 lin.ft.	2.20	39,160.00
Rail End Pieces	64 only	5.00	320.00
Type 2 Barricade	1,200 lin.ft.	4.00	4,800.00
Salvage Type 2 Barricade	1,200 lin.ft.	0.75	900.00
Guide Posts, W-1	460 only	7.00	3,220.00
Guide Posts, Y-2	260 only	8.00	2,080.00
Guide Posts, Y-3	8 only	10.00	80.00
Type 1 Fence	4 rods	6.00	24.00
Type 2 Fence	3,800 rods	6.50	24,700.00
Salvage and Reinstall Type 1 Fence	770 rods	4.00	3,080.00
16' x 48" Metal Gates	6 only	85.00	510.00
Material in Subbase	254,000 tons	0.60	152,400.00
Coarse Crushed Material in Base	162,000 tons	1.05	170,100.00
3/4" - 0 Material in Base	23,600 tons	1.08	25,488.00
Sprinkling	10,000 M-gal.	1.75	17,500.00
Preparation of Base	1.48 miles	300.00	444.00
3/4-inch Material in Binder Course	144 cu.yds.	4.00	576.00
Furnishing and Placing Aggregates	900 cu.yds.	4.00	3,600.00
MC-250 Asphalt	22 tons	45.00	990.00
120-150 Asphalt	68 tons	45.00	3,060.00
RS-1 Asphalt	26 tons	45.00	1,170.00
Plant-mix Bituminous Base	48,400 tons	2.70	130,680.00
Asphalt in Bituminous Base	1,960 tons	33.50	65,660.00
Asphaltic Concrete Mixture	95,300 tons	2.90	276,370.00
Asphalt in Mixture	5,250 tons	33.50	175,875.00
			$1,964,037.50
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Signing	All Required		200.00
Painting Cattle Guards	All Required		700.00
Shaping Existing Boardman Interchange	All Required		1,000.00
			$ 2,900.00

Utilities

Work by Pacific N.W. Bell Tel. Co.	All Required	$ 6,600.00
	Subtotal	$1,973,537.50
	10% Engr. & Cont.	197,353.50
	Total	$2,170,891.00

Type Code X030
U.S.R.S. Canal Bridge (Br. #9304)(Sta. 121+35 to Sta. 121+67 on Wilson Road)
(Center Line Sta. approx. 241+00)(Contract No. 6388)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	70 cu.yds.	$ 5.00	350.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Class "A" Concrete (30 cu.yds.)	All Required		2,700.00
3' x 30' to 35' Prestressed Slabs	11 only	640.00	7,040.00
Metal Reinforcement (2,400 lbs.)	All Required		600.00
	Subtotal		$ 12,740.00
	10% Engr. & Cont.		1,274.00
	Total		$ 14,014.00

Length of Roadway - - - - - - - - - - - - 9.042 miles
Length of 1 Structure - - - - - - - - - - 0.000 mile
Length of 2 Structures - - - - - - - - - 0.000 mile (Exceptions)
Total Length - - - - - - - - - - - - - - 9.042 miles
Cost of Roadway Per Mile - - - - - - -$240,089.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	US Army * Engr. Funds
Roadway	$2,170,891.00	$1,372,200.00	$119,489.00	$679,202.00
Structure	14,014.00	12,800.00	1,214.00	-
	$2,184,905.00	$1,385,000.00	$120,703.00	$679,202.00

*Note: Based on cost of US Army Engr. responsibility as per attached sheets.

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939.

State Funds for Maint.: Chap. 529, laws, 1939.

Work Retained in PS & E Status

Description	Total Cost	Federal Funds	State Funds
Work by Umatilla Electric Co-op.	$ 550.00	$ 500.00	$ 50.00
Work by Eastern Oregon Tel. Co.	2,200.00	2,000.00	200.00
	$2,750.00	$2,500.00	$250.00

AIRPORT ROAD-IRRIGON JCT. SECTION

Project No. I-80N-5(10)157

Estimated cost of work by Pacific Northwest Bell
Telephone Company.

Plan No. 2

Labor - - - - - - - - - - - - - - - - -	$2,960.00
Materials - - - - - - - - - - - - - - -	1,780.00
Contract Costs - - - - - - - - - - - -	1,025.00
Equipment - - - - - - - - - - - - - - -	400.00
Construction Overhead - - - - - - - - -	780.00
Salvage Credit - - - - - - - - - - - -	-345.00 Cr.
	$6,600.00

AIRPORT ROAD-IRRIGON JCT. SECTION

Project No. I-80N-5(10)157

Cost of U.S. Army responsibility within the Federal-Aid project per letter to Corps of Engineers, dated January 31, 1964. Based on low bid prices.

Type Code 6201
Roadway (Sta. 1370+00 to Sta. 1444+00)

Quantity Summary and Cost Estimate
Corps of Engineers' Obligation

Item	Unit	Gross	Price	Amount
1. Clearing and Grubbing	Lump Sum	21%	$20,000.00	$ 4,200.00
3. Drainage Excavation, Unclassified	cu.yd.	1,470	2.00	2,940.00
5. General Excavation, Unclassified	cu.yd.	769,780	0.29	223,236.20
6. Short Overhaul	yd.sta.	1,873,680	0.0025	4,684.20
7. Long Overhaul	C-yd.sta.	129,510	0.25	32,377.50
8. Finishing Roadbed and Slopes	Lump Sum	21%	4,000.00	840.00
9. Rounding Cutbanks	lin.ft.	4,840	0.15	726.00
10. Furnishing and Placing Topsoil	cu.yd.	17,200	1.50	25,800.00
11. Gravel Blanket	cu.yd.	18,850	1.00	18,850.00
12. Seeding	Acre	26	100.00	2,600.00
13. Mulching	Acre	10	200.00	2,000.00
14. Grass Seed, Crested Wheatgrass	lb.	170	0.50	85.00
15. Grass Seed, Hard Fescue	lb.	80	0.50	40.00
16. Grass Seed, Newport Bluegrass	lb.	800	0.60	480.00
17. Grass Seed, Chewings Fescue	lb.	800	0.60	480.00
18. Inorganic Fertilizer, 10-16-8	cwt.	105	5.50	577.50
19. 15-inch Culvert Pipe	lin.ft.	1,440	2.90	4,176.00
20. 18-inch Culvert Pipe	lin.ft.	750	3.45	2,587.50
25. 24-inch Metal Pipe	lin.ft.	410	5.00	2,050.00
26. 36-inch Metal Pipe	lin.ft.	120	10.00	1,200.00
29. 24-inch Siphon Pipe	lin.ft.	410	6.00	2,460.00
31. Special Concrete Siphon Boxes	each	1	300.00	300.00
36. 15-inch Culvert End Sections	each	20	25.00	500.00
37. 18-inch Culvert End Sections	each	11	35.00	385.00
40. 2-1/2-inch Water Pipe	lin.ft.	115	1.00	115.00
41. 1-1/2-inch Electrical Conduit	lin.ft.	115	1.00	115.00

Item	Unit	Gross	Price	Amount
45. Miscellaneous Metal in Trash Racks	Lump Sum	All Spec.(50%)		$ 175.00
47. Metal Guard Rail	Lin.ft.	5,000	$ 2.20	11,000.00
48. Rail End Pieces	each	23	5.00	115.00
51. Guide Posts, W-1	each	110	7.00	770.00
52. Guide Posts, Y-2	Each	85	8.00	680.00
53. Guide Posts, Y-3	Each	2	10.00	20.00
55. Type 2 Fence	rod	1,140	6.50	7,410.00
58. Material in Subbase	ton	67,480	0.60	40,488.00
59. Coarse Crushed Material in Base	ton	41,440	1.05	43,512.00
60. 3/4" - 0 Material in Base	ton	9,810	1.08	10,594.80
61. Sprinkling	M-gal.	3,780	1.75	6,615.00
68. Plant Mix Bituminous Base	ton	13,540	2.70	36,558.00
69. Asphalt in Bituminous Base	ton	575	33.50	19,262.50
70. Asphaltic Concrete Mixture	ton	22,430	2.90	65,047.00
71. Asphalt in Mixture	ton	1,230	33.50	41,205.00
		Subtotal		$617,257.20
	Anticipated Item	Flagging (20%)		200.00
		Subtotal		$617,457.20
		10% Engr. & Cont.		61,744.80
		Total		$679,202.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(10)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 18, 1963

Type Code 6201
Roadway (Sta. 1102+00 through Equa. 1519+79.97 = 181+28-15 to Sta. 240+8197)

Clearing and Grubbing	All	Required		$ 12,000.00
Removal of Existing Bridge	All	Required		6,000.00
Drainage Excavation Unclassified	6,500	cu.yds.	3.00	19,500.00
Special Borrow Excavation, Unclassified	291,000	cu.yds.	0.35	101,850.00
General Excavation, Unclassified	1,155,000	cu.yds.	0.32	369,600.00
Short Overhaul	5,515,000	yd.sta.	0.01	55,150.00
Long Overhaul	493,000	C-yd.sta.	0.40	197,200.00
Finishing Roadbed and Slopes	All	Required		13,000.00
Rounding Cutbanks	5,500	lin.ft.	0.20	1,100.00
Furnishing and Placing Topsoil	17,200	cu.yds.	1.75	30,100.00
Gravel Blanket	82,800	cu.yds.	1.50	124,200.00
Seeding	80	acres	150.00	12,000.00
Mulching	10	acres	250.00	2,500.00
Grass Seed, Crested Wheat	690	lbs.	0.80	552.00
Grass Seed, Hard Fescue	350	lbs.	0.80	280.00
Grass Seed, Newport Bluegrass	800	lbs.	1.00	800.00
Grass Seed, Chewings Fescue	800	lbs.	0.60	480.00
Inorganic Fertilizer, 10-16-8	300	cwt.	5.00	1,500.00
15-inch Culvert Pipe	1,450	lin.ft.	4.25	6,162.50
18-inch Culvert Pipe	3,200	lin.ft.	5.00	16,000.00
24-inch Culvert Pipe	160	lin.ft.	7.50	1,200.00
36-inch Culvert Pipe	200	lin.ft.	10.00	2,000.00
15-inch Metal Pipe	1,620	lin.ft.	4.25	6,885.00
18-inch Metal Pipe	540	lin.ft.	5.00	2,700.00
24-inch Metal Pipe	410	lin.ft.	7.50	3,075.00
36-inch Metal Pipe	750	lin.ft.	10.00	7,500.00
15-inch Concrete Pipe	18	lin.ft.	4.25	76.50
18-inch Concrete Pipe	132	lin.ft.	4.50	594.00
24-inch Siphon Pipe	410	lin.ft.	9.00	3,690.00
36-inch Siphon Pipe	340	lin.ft.	15.00	5,100.00
Special Concrete Siphon Box	1	cu.yds.	100.00	100.00
Extra for Pipe Under Pavement	160	lin.ft.	3.00	480.00
8-inch Metal Drain Pipe	770	lin.ft.	2.50	1,925.00
8-inch Metal Slide Gate	1	only	75.00	75.00
Salvaging and Stockpiling Culvert Pipe	200	lin.ft.	3.00	600.00

15-inch Culvert End Sections	46 only	$ 40.00	$ 1,840.00
18-inch Culvert End Sections	86 only	50.00	4,300.00
36-inch Culvert End Sections	3 only	150.00	450.00
2-inch Water Pipe	400 lin.ft.	2.00	800.00
2½-inch Water Pipe	130 lin.ft.	2.50	325.00
1½-inch Electrical Conduit	530 lin.ft.	2.50	1,325.00
Concrete Inlets, Type "G"	4 only	125.00	500.00
Class "A" Concrete in Drainage Structures	310 cu.yds.	72.00	22,320.00
Metal Reinforcement in Drainage Structures	45,100 lbs.	0.15	6,765.00
Miscellaneous Metal in Trash Rock	All Required		300.00
Concrete Ditch Lining	1,500 sq.yds.	6.50	9,750.00
Metal Guard Rail	17,800 lin.ft.	2.50	44,500.00
Rail End Pieces	64 only	5.00	320.00
Type 2 Barricade	1,200 lin.ft.	4.50	5,400.00
Salvage Type 2 Barricade	1,200 lin.ft.	1.50	1,800.00
Guide Posts, W-1	460 only	7.00	3,220.00
Guide Posts, Y-2	260 only	8.00	2,080.00
Guide Posts, Y-3	8 only	9.00	72.00
Type 1 Fence	4 rods	6.00	24.00
Type 2 Fence	3,800 rods	7.00	26,600.00
Salvage and Reinstall Type 1 Fence	770 rods	4.00	3,080.00
16' x 48" Metal Gates	6 only	100.00	600.00
Material in Subbase	254,000 tons	0.58	147,320.00
Coarse Crushed Material in Base	162,000 tons	1.30	210,600.00
3/4" - 0 Material in Base	23,600 tons	1.40	33,040.00
Sprinkling	10,000 M-gal.	3.00	30,000.00
Preparation of Base	1.48 miles	500.00	740.00
3/4-inch Material in Binder Course	144 cu.yds.	4.00	576.00
Furnishing and Placing Aggregates	900 cu.yds.	4.00	3,600.00
MC-250 Asphalt	22 tons	46.00	1,012.00
120-150 Asphalt	68 tons	44.00	2,992.00
RS-1 Asphalt	26 tons	46.00	1,196.00
Plant-Mix Bituminous Base	48,400 tons	3.60	174,240.00
Asphalt in Bituminous Base	1,960 tons	36.00	70,560.00
Asphaltic Concrete Mixture	95,300 tons	3.75	357,375.00
Asphalt in Mixture	5,250 tons	36.00	189,000.00
			$2,364,597.00

Flagging (57½% of Contractor's Cost)	All Required (80%)	$ 1,000.00
Signing	All Required	200.00
Painting Cattle Guards	All Required	700.00
Shaping Existing Boardman Interchg.	All Required	1,000.00
		$ 2,900.00

Utilities

Work by Umatilla Electric Co-op.	All Required	$ 500.00
Work by Pacific N.W. Bell Tel. Co.	All Required	6,500.00
Work by Eastern Oregon Tel. Co.	All Required	2,000.00
		$ 9,000.00
	Subtotal	$2,376,497.00
	10% Engr. & Cont.	237,649.00
	Total	$2,614,146.00

Type Code X080
U.S.R.S. Canal Bridge (Br. #9304)(Sta. 121+35 to Sta. 121+67 on Wilson Road)
(Center Line Sta. Approx. 241+00)

Shoring, Cribbing, etc.	All Required		$ 500.00
Structural Excavation	70 cu.yds.=	$ 10.00	700.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Class "A" Concrete (30 cu.yds. $100.00)	All Required		3,000.00
3'x30' to 35' Prestressed Slabs	11 only	575.00	6,325.00
Metal Reinforcement (2,400 lbs. $0.18)	All Required		432.00
	Subtotal		$ 11,007.00
	10% Engr. & Cont.		1,100.00
	Total		$ 12,107.00

Length of Roadway - - - - - - - - - -9.042 miles
Length of Structure - - - - - - - - -0.000 miles
Length of 2 Structures- - - - - - -0.000 miles (Exceptions)
Total Length- - - - - - - - - - - - - -9.042 miles
Cost of Roadway per Mile- - - - - -$289,598.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U. S. Army* Engr. Funds
Roadway	$2,614,146.00	$1,636,000.00	$142,517.00	$ 835,629.00
Structure	12,107.00	11,100.00	1,007.00	- -
	$2,626,253.00	$1,647,100.00	$143,524.00	$ 835,629.00

*Note: Based on cost of U. S. Army Engr. responsibility as per attached sheets.

AIRPORT ROAD-IRRIGON JUNCTION SECTION

Project No. I-80N-5(10)157

Estimated cost of U. S. Army responsibility within the Federal Aid project per letter to Corps of Engineers dated November 15, 1963 as estimate "B".

Type Code 6201
Roadway (Sta. 1370+00 to Sta. 1444+00)

Estimate "B"
QUANTITY SUMMARY AND COST ESTIMATE
CORPS OF ENGINEERS OBLIGATION

Item	Unit	Gross	Price	Amount
1. Clearing and Grubbing	Lump Sum	21%	$12,000.00	$ 2,520.00
3. Drainage Excavation, Unclassified	Cu.Yd.	1,470	3.00	4,410.00
5. General Excavation, Unclassified	Cu.Yd.	769,780	0.32	246,329.60
6. Short Overhaul	Yd.Sta.	1,873,680	0.01	18,736.80
7. Long Overhaul	C-yd.Sta.	129,510	0.40	51,804.00
8. Finishing Roadbed & Slopes	Lump Sum	21%	13,000.00	2,730.00
9. Rounding Cutbanks	Lin.Ft.	4,840	0.20	968.00
10. Furnishing and Placing Topsoil	Cu.Yd.	17,420	1.75	30,485.00
11. Gravel Blanket	Cu.Yd.	18,850	1.50	28,275.00
12. Seeding	Acre	26	150.00	3,900.00
13. Mulching	Acre	10	250.00	2,500.00
14. Grass Seed, Crested Wheatgrass	Lb.	170	0.80	136.00
15. Grass Seed, Hard Fescue	Lb.	80	0.80	64.00
16. Grass Seed, Newport Bluegrass	Lb.	800	1.00	800.00
17. Grass Seed, Chewings Fescue	Lb.	800	0.60	480.00
18. Inorganic Fertilizer, 10-16-8	Cwt.	105	5.00	525.00
19. 15-inch Culvert Pipe	Lin.Ft.	1,440	4.25	6,120.00
20. 18-inch Culvert Pipe	Lin.Ft.	750	5.00	3,750.00
25. 24-inch Metal Pipe	Lin.Ft.	410	7.50	3,075.00
26. 36-inch Metal Pipe	Lin.Ft.	120	10.00	1,200.00
29. 24-inch Siphon Pipe	Lin.Ft.	410	9.00	3,690.00
31. Special Concrete Siphon Boxes	Cu.Yd.	3	72.00	216.00
36. 15-inch Culvert End Sections	Each	20	40.00	800.00
37. 18-inch Culvert End Sections	Each	11	50.00	550.00

Estimate "B"
Quantity Summary and Cost Estimate, Corps of Engineers Obligation

Item	Unit	Gross	Price	Amount
40. 2-1/2 inch Water Pipe	Lin.Ft.	115	$ 2.50	$ 287.50
41. 1-1/2 inch Electrical Conduit	Lin.Ft.	115	2.50	287.50
45. Miscellaneous Metal in Trash Tacks	Lump Sum	All Specified		150.00
47. Metal Guard Rail	Lin.Ft.	5,000	2.50	12,500.00
48. Rail End Pieces	Each	23	5.00	115.00
51. Guide Posts, W-1	Each	110	7.00	770.00
52. Guide Posts, Y-2	Each	85	8.00	680.00
53. Guide Posts, Y-3	Each	2	9.00	18.00
55. Type 2 Fence	Rod	1,140	7.00	7,980.00
58. Material in Subbase	Ton	67,480	0.58	39,138.40
59. Coarse Crushed Material in Base	Ton	41,440	1.30	53,872.00
60. 3/4"-0 Material in Base	Ton	9,810	1.40	13,734.00
61. Sprinkling	M-Gal.	6,010	3.00	18,030.00
68. Plant Mix Bituminous Base	Ton	13,540	3.60	48,744.00
69. Asphalt in Bituminous Base	Ton	575	36.00	20,700.00
70. Asphaltic Concrete Mixture	Ton	22,430	3.75	84,112.50
71. Asphalt in Mixture	Ton	1,230	36.00	44,280.00
		Subtotal		$ 759,463.30
		Flagging		200.00
		Subtotal		$ 759,663.30
		10% Engr. & Cont.		75,965.70
		Total		$ 835,629.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(10)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 21, 1963

Type Code 6221
Roadway (Sta. 1302+00 to Sta. 1370+00)(Sta. 1444+00 thru Eqn. 1519+79.97 = 111+28.15 to Sta. 240+91.97)

Clearing and Grubbing	All	Required (84%)		$10,080.00
Removal of Existing Bridge	All	Required		6,000.00
Drainage Excavation, Unclassified	5,340	cu.yds.	$ 3.00	16,020.00
Special Borrow Excavation, Unclassified	291,100	cu.yds.	0.35	101,890.00
General Excavation, Unclassified	384,680	cu.yds.	0.32	123,097.60
Short Overhaul	5,129,000	yd.sta.	0.01	51,290.00
Long Overhaul	432,030	M-yd.sta.	0.40	172,812.00
Finishing Roadbed and Slopes	All	Required (84%)		10,920.00
Rounding Cutbanks	1,190	lin.ft.	0.20	238.00
Gravel Blanket	73,180	cu.yds.	1.50	109,770.00
Seeding	56	acres	150.00	8,400.00
Grass Seed, Crested Wheatgrass	560	lbs.	0.80	448.00
Grass Seed, Hard Fescue	285	lbs.	0.80	228.00
Inorganic Fertilizer, 10-16-8	205	cwt.	5.00	1,025.00
15-Inch Culvert Pipe	510	lin.ft.	4.25	2,167.50
18-Inch Culvert Pipe	2,440	lin.ft.	5.00	12,200.00
24-Inch Culvert Pipe	160	lin.ft.	7.50	1,200.00
36-Inch Culvert Pipe	540	lin.ft.	10.00	5,400.00
15-Inch Metal Pipe	840	lin.ft.	4.25	3,570.00
18-Inch Metal Pipe	540	lin.ft.	5.00	2,700.00
36-Inch Metal Pipe	750	lin.ft.	10.00	7,500.00
15-Inch Concrete Pipe	16	lin.ft.	4.25	68.00
43-Inch Arch-Type Metal Pipe	590	lin.ft.	17.50	10,325.00
Extra for Pipe Under Pavement	210	lin.ft.	3.00	630.00
Salvaging and Stockpiling Culvert Pipe	250	lin.ft.	3.00	750.00
15-Inch Culvert End Sections	32	only	40.00	1,280.00
18-Inch Culvert End Sections	71	only	50.00	3,550.00
36-Inch Culvert End Sections	3	only	150.00	450.00
2-Inch Water Pipe	400	lin.ft.	2.00	800.00
1½-Inch Electrical Conduit	400	lin.ft.	2.50	1,000.00
Concrete Inlets, Type G	4	only	125.00	500.00
Class "A" Concrete in Drainage Structures	340	cu.yds.	72.00	24,480.00
Metal Reinforcement in Drainage Structures	52,300	lbs.	0.15	7,845.00
Miscellaneous Metal in Trash Rack	All	Required		250.00
Ditch Check	All	Required		200.00
Concrete Ditch Lining	1,500	sq.yds.	6.50	9,750.00

Metal Guard Rail	16,370	lin.ft.	$ 2.50	$ 40,925.00
Rail End Pieces	44	only	5.00	220.00
Type 2 Barricade	1,200	lin.ft.	4.50	5,400.00
Salvage Type 2 Barricade	1,200	lin.ft.	1.50	1,800.00
Guide Posts, W-1	385	only	7.00	2,695.00
Guide Posts, Y-2	175	only	8.00	1,400.00
Guide Posts, Y-3	6	only	9.00	54.00
Type 1 Fence	4	rods	6.00	24.00
Type 2 Fence	2,825	rods	7.00	19,775.00
Salvage and Reinstall Type 1 Fence	770	rods	4.00	3,080.00
16' x 48" Metal Gates	6	only	100.00	600.00
Material in Subbase	196,330	tons	0.58	113,871.40
Coarse Crushed Material in Base	128,160	tons	1.30	166,608.00
3/4" - 0 Material in Base	15,560	tons	1.40	21,784.00
Sprinkling	7,620	M-gal.	3.00	22,860.00
Preparation of Base	1.48	miles	500.00	740.00
3/4-Inch Material in Binder Course	144	cu.yds.	4.00	576.00
Furnishing and Placing Aggregates	900	cu.yds.	4.00	3,600.00
MC-250 Asphalt	22	tons	46.00	1,012.00
120-150 Asphalt	68	tons	44.00	2,992.00
RS-1 Asphalt	26	tons	46.00	1,196.00
Plant-Mix Bituminous Base	38,030	tons	3.60	136,908.00
Asphalt in Bituminous Base	1,520	tons	36.00	54,720.00
Asphaltic Concrete Mixture	78,100	tons	3.75	292,875.00
Asphalt in Mixture	4,305	tons	36.00	154,980.00
				$1,783,549.90

Flagging (37½% of Contractor's Cost)	All Required (80%)	$ 800.00
Signing	All Required	200.00
Painting Cattle Guards	All Required	700.00
Painting Traffic Markers	All Required	500.00
Shaping Existing Boardman Interchange	All Required	1,000.00
		$ 3,200.00

Utilities

Work by Umatilla Electric Coop.	All Required	$ 500.00
Work by Pacific N.W. Bell Tel. Co.	All Required	6,500.00
Work by Eastern Oregon Tel. Co.	All Required	2,000.00
		$ 9,000.00

Subtotal	$1,795,749.90
10% Engr. & Cont.	175,956.10
Total	$1,971,706.00

Type Code [illegible]
[illegible] Canal Bridge (Br. #9304)(Sta. 121+35 to Sta. 121+67 on Wilson Road)
(Center Line Sta. approx. [illegible])

Shoring, Cribbing, Etc.	All Required		$	500.00
Structural Excavation	70 cu.yds.	$ 10.00		700.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00		50.00
Class "A" Concrete (30 cu.yds. $100.00)	All Required			3,000.00
3' x 30' to 35' Prestressed Slabs	11 only	575.00		6,325.00
Metal Reinforcement (2,400 lbs. $0.18)	All Required			432.00
	Subtotal		$	11,007.00
	10% Engr. & Cont.			1,100.00
	Total		$	12,107.00

Length of Roadway 7.641 miles
Length of 2 Structures 0.000 miles
Total Length 7.641 miles
Cost of Roadway per Mile - - - $258,042.92

SUMMARY OF FUNDS

Description	Total Cost	*Federal Funds	*State Funds	US Army Engr. Funds
Roadway	$1,971,706.00	$1,578,000.00	$137,272.00	$256,434.00
Structure	12,107.00	11,100.00	1,007.00	- -
	$1,983,813.00	$1,589,100.00	$138,279.00	$256,434.00

*Note: Based on cost of State responsibility per attached sheets.

AIRPORT ROAD-IRRIGON JUNCTION SECTION

PROJECT NO. I-80N-5(10)157

Estimated cost of State's responsibility within the Federal Aid Project per Letter of Carps of Engineers, dated October 18, 1963.

Type Code 6201
Roadway (Sta. 1302+00 to Sta. 1370+00)(Sta. 1444+00 thru Eqn. 1519+79.97 =
1916+28.15 to Sta. 2027+21.97)

Clearing and Grubbing	All Required (79%)		$ 9,480.00
Removal of Existing Bridge	All Required		6,000.00
Drainage Excavation, Unclassified	5,250 cu.yds.	$ 3.00	15,750.00
Special Borrow Excavation, Unclassified	291,000 cu.yds.	0.35	101,850.00
General Excavation, Unclassified	322,790 cu.yds.	0.32	103,292.80
Short Overhaul	3,446,730 yd.sta.	0.01	34,467.30
Long Overhaul	349,100 C-yd.sta.	0.40	139,640.00
Finishing Roadbed and Slopes	All Required (79%)		10,270.00
Gravel Blanket	49,640 cu.yds.	1.50	74,460.00
Seeding	51 acres	150.00	7,650.00
Grass Seed, Crested Wheatgrass	510 lbs.	0.80	408.00
Grass Seed, Hard Fescue	260 lbs.	0.80	208.00
Inorganic Fertilizer, 10-16-8	190 cwt.	5.00	950.00
15-Inch Culvert Pipe	510 lin.ft.	4.25	2,167.50
18-Inch Culvert Pipe	2,440 lin.ft.	5.00	12,200.00
24-Inch Culvert Pipe	160 lin.ft.	7.50	1,200.00
36-Inch Culvert Pipe	540 lin.ft.	10.00	5,400.00
15-Inch Metal Pipe	840 lin.ft.	4.25	3,570.00
18-Inch Metal Pipe	540 lin.ft.	5.00	2,700.00
36-Inch Metal Pipe	610 lin.ft.	10.00	6,100.00
15-Inch Concrete Pipe	16 lin.ft.	4.25	68.00
43-Inch Arch Type Metal Pipe	590 lin.ft.	17.50	10,325.00
Extra for Pipe Under Pavement	210 lin.ft.	3.00	630.00
Salvaging and Stockpiling Culvert Pipe	250 lin.ft.	3.00	750.00
15-Inch Culvert End Sections	32 only	40.00	1,280.00
18-Inch Culvert End Sections	71 only	50.00	3,550.00
36-Inch Culvert End Sections	3 only	150.00	450.00
2-Inch Water Pipe	400 lin.ft.	2.00	800.00
1½-Inch Electrical Conduit	400 lin.ft.	2.50	1,000.00
Concrete Inlets, Type G	4 only	125.00	500.00
Class "A" Concrete in Drainage Structures	340 cu.yds.	72.00	24,480.00
Metal Reinforcement in Drainage Structures	52,300 lbs.	0.15	7,845.00
Miscellaneous Metal in Trash Rack	All Required		250.00
Ditch Check	All Required		200.00
Concrete Ditch Lining	1,500 sq.yds.	6.50	9,750.00
Metal Guard Rail	9,230 lin.ft.	2.50	23,075.00

Rail End Pieces	38	only	$ 5.00	$ 190.00
Type 2 Barricade	1,200	lin.ft.	4.50	5,400.00
Salvage Type 2 Barricade	1,200	lin.ft.	1.50	1,800.00
Guide Posts, W-1	324	only	7.00	2,268.00
Guide Posts, Y-2	173	only	8.00	1,384.00
Guide Posts, Y-3	6	only	9.00	54.00
Type 1 Fence	4	rods	6.00	24.00
Type 2 Fence	2,500	rods	7.00	17,500.00
Salvage and Reinstall Type 1 Fence	770	rods	4.00	3,080.00
16' x 48" Metal Gates	6	only	100.00	600.00
Material in Subbase	178,180	tons	0.58	103,344.40
Coarse Crushed Material in Base	117,400	tons	1.30	152,620.00
3/4" - 0 Material in Base	12,960	tons	1.40	18,144.00
Sprinkling	5,820	M-gal.s	3.00	17,460.00
Preparation of Base	1.48	miles	500.00	740.00
3/4-Inch Material in Binder Course	144	cu.yds.	4.00	576.00
Finishing and Placing Aggregates	900	cu.yds.	4.00	3,600.00
MC-250 Asphalt	22	tons	46.00	1,012.00
120-150 Asphalt	68	tons	44.00	2,992.00
RS-1 Asphalt	26	tons	46.00	1,196.00
Plant-Mix Bituminous Base	34,750	tons	3.60	125,100.00
Asphalt in Bituminous Base	1,380	tons	36.00	49,680.00
Asphaltic Concrete Mixture	72,490	tons	3.75	271,837.50
Asphalt in Mixture	3,995	tons	36.00	143,820.00
				$1,547,138.50
Flagging (57½% of Contractor's Cost)	All Required (80%)			$ 800.00
Signing	All Required			200.00
Painting Cattle Guards	All Required			700.00
Painting Traffic Markers	All Required			500.00
Shaping Existing Boardman Interchange	All Required			1,000.00
				$ 3,200.00
Utilities				
Work by Umatilla Electric Coop.	All Required			$ 500.00
Work by Pacific N.W. Bell Tel. Co.	All Required			6,500.00
Work by Eastern Oregon Tel. Co.	All Required			2,000.00
				$ 9,000.00
	Subtotal			$1,559,338.50
	10% Engr. & Cont.			155,933.50
	Total			$1,715,272.00

Type Code [illegible]
[illegible] Canal Bridge (Br. #9304)(Sta. 121+35 to Sta. 121+67 on Wilson Road)
(Center Line Sta. approx. 2[illegible]+00)

Shoring, Cribbing, Etc.	All Required		$	500.00
Structural Excavation	70 cu.yds.	$ 10.00		700.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00		50.00
Class "A" Concrete (30 cu.yds. $100.00)	All Required			3,000.00
3' x 30' to 35' Prestressed Slabs	11 only	575.00		6,325.00
Metal Reinforcement (2,400 lbs. $0.18)	All Required			432.00
	Subtotal		$	11,007.00
	10% Engr. & Cont.			1,100.00
	Total		$	12,107.00

C

RECEIVED
AUG 9 1967

FOR FILING

I-8CN-5(10)
157
6344

August 8, 1967

The Fidelity & Casualty Co. of N.Y.
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A second post-final payment for $5,040.00 will be made to Rogers Construction Company on Contract No. 6388 for grading, paving and structures on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,095,524.39, including the post-final payment. Of the total $24,300.89 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Rogers Construction Company
11760 NE Glisan Street
Portland 20, Oregon

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

Morgan C

RECEIVED
AUG 10 1967
FOR FILING

I-IN-56
6588

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Routing
Morgan
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson
Barbee
Walker
Clark
Swan

RECEIVED
AUG 1967
CONSTRUCTION DIVISION

La Grande, Oregon 97850
P. O. Box 850
August 1, 1967

[illegible]rs Construction Company
[illegible] N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The information which you sent the Department on June 15, 1967 relative to your claims on the Airport Road-Irrigon Jct. Section has been reviewed and before a final answer to you can be made on some of the items, some additional data is needed. Basically your claim covers the following six items.

1. Liquidated damages
2. Overrun in 3/4-0 material
3. Deletion of bridge removal
4. Paving delay at east end of project
5. Extra for AC back of guardrail at Boardman Interchange
6. Boardman Detour

NOTED
F.B. KLABOE

We will attempt to evaluate the status of these items individually and explain the need for some additional data.

Item 1. We understand that the B.P.R. and Highway Commission have approved a sufficient extension to delete all the remaining liquidated damages.

Item 2. You are correct in stating that the overrun in crushing of this item took place after April 1, 1965. The key to this item is the increased cost due to the wage increase which you state is $0.0498 per ton. To get any approval on this claim item, we need to know how you arrived at this figure. It appears that there is some basic data that you must have but that was not included with the information sent us. How did you arrive at this figure? How many men are involved? What was the average increase in wages? How much of the crushing cost is wages and how much is equipment (both in operation and depreciation)? We have been requested to "Please attempt to get adequate documentation". We are asking you to furnish this.

Item 3. There is some question as to the amount of this item. We have an indication that Mr. Rogers agreed that only the cost of actual "out of pocket" expense can be considered. Since the bill you attached to your June 15 letter included only three items amounting to $850, we assume that this is the revised amount of your claim. Some additional facts are needed as follows:

a. From where was the 3/4 yard crane moved?
b. To where was the 3/4 yard crane moved?
c. From whom was the Headache ball rented?
d. For how long was the Headache ball rented?

With these answers we hope to justify this claim item.

Item 4. Your letter of March 21, 1966 and of June 15, 1967 both mention a [illegible]-inch layer of pavement and having to wait for one layer to cool before placing another lift and claim a six hour delay because of this work. Can you advise the date or dates on which this delay occurred? We also need a copy of the computations by which your cost of $290 per hour was derived.

Item 5. Specifications on this project required guardrail post installation prior to paving. At the location in question the full ten foot shoulder paving was carried up close to the structure end requiring placement of some material in back of the previously installed posts. This procedure was not in violation of the specifications and no additional compensation can be justified.

Item 6. The primary reason for this detour was to permit completion of the grading on the west bound lanes from about station 1290 to station 1325 prior to completion of the surfacing on the east bound lanes. This was accomplished. Our letter to you dated July 28, 1965 stated "We certainly do not expect the contractor to do work over and above that originally contracted for without compensation". Our beliefs have not changed. At the truck crossings, asphalt trucks were given preference over the public. We paid for the additional flagmen and for the sprinkling water used to cool the asphaltic material where necessary to permit traffic to cross fresh pavement. We paid for the materials in the extra cross-overs and removed the cross-overs with state forces after September 10. If there are items of additional expense, please supply us with all the necessary information and documentation to justify and substantiate these costs.

Very truly yours,

A. F. Parson
Division Engineer

By H S Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj

RECEIVED
AUG 8 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1967

SUBJECT: Airport Road-Irrigon Jct.
Contract No. 6388
Contractor's Claims
FBK Assignment #1743

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We gave a copy of Roger's Construction Company's June 5 letter and attachments to Division V and have the attached 4-page response from Mr. Coulter. This and other available information has been reviewed and we recommend as follows:

1. Liquidated Damages

BPR has approved the extension for the remaining 12 days so this extension went to the Highway Commission for final approval at their July 24 meeting. This will delete all remaining liquidated damages in the amount of $5,040. We must comment at this point that we received no help whatsoever from the contractor in developing reasons for this time extension. We discovered some pertinent data after a time consuming review of the diaries and project weekly reports. ✓

2. 3/4-0 Aggregate Overrun $1,340.72

There was a 114% overrun from the contract quantity on this item. This size material was crushed during April and May after the effective date of wage increases, which the contractor uses as the reason for an adjustment. Coulter's study indicates that more than just the overrun quantity was produced after April 1 (the date of the wage increase) so, from the standpoint of when the material was produced, the adjustment would be properly applied to the entire overrun quantity as requested. The key to the contractor's claim is a figure of .0498 per ton which he alleges is the value of the wage increase. He presents no information as to how this was derived. Surely the contractor had some basic data which he has not presented. How many men? What average increase in wages were involved? We note that Coulter's letter of March 28, 1966 to the contractor requested "a breakdown of your additional costs that could be used as justification." I do not believe the information the contractor has submitted so far on this constitutes a "breakdown." There is a basis for an adjustment on this item but the amount of the adjustment is not substantiated.

Parsons

Please attempt to get adequate documentation.

FBK.

3. Deletion of Bridge Removal

It is not clear now whether the contractor is seeking only $850 on this item or whether in addition to this amount he still seeks $7,000 which he once alleged were hidden costs he had included in his lump sum $10,000 bid item. He sends "estimate cost sheet on bid item" which is dated February 11, 1965, yet bids were opened on this project October 29, 1964. The $850 item he has submitted does not name the machine that was moved (we understand it was a 3/4 yard crane) nor where it was moved from or where it was moved to. He has included an item of rental of a Headache Ball but no rental on the machine. Was the Headache Ball rented from someone else? If so, whom and for how long? These are questions which we have to have answered to justify this type of claim.

Only cost of actual "out of pocket" expense can be considered. Rogers agreed to this. Have Parson - supply facts JMK.

4. Paving Delay - $1740

Coulter's report has a thorough discussion of this item. The contractor gives no dates for the alleged 6-hour delay and no derivation of the $290 per hour. I have studied the Resident Engineer's Diarys for the dates Coulter lists on which paving in this area was done and find no specific reference to delay from the increase in depth on which the contractor bases his claim. The June 29, 1965 entry may be pertinent where it states "Several incidents by the paving crew delayed progress. Finally plant broke down halting operations from 3 p.m. through remainder of day." Obviously we should have the date or dates on which the alleged 6 hours occurred. In addition, the contractor claims the extra depth of pavement was 12", whereas the Resident Engineer says 4".

Have Parson Please advise JMK.

5. Extra for AC Back of Guardrail (E Line, Boardman Interchange) $297.60

Specifications on this project required guardrail post installation prior to paving. At the location in question the full 10 feet shoulder paving was carried up close to the Structure end. This required placement of some paving material back of the previously placed posts. We can logically argue that this procedure was not in violation of the specifications and no extra compensation is due.

OK no payment

6. Boardman Detour PA 8

On this item the contractor merely gives us one of his lectures and so far as I can determine, from any of his letters, makes no specific claim. We paid for additional flagging and for sprinkling water used to cool AC to permit early traffic movement and the extra crossovers were paid for and were removed with State forces with no expense to the contractor. We find no reason to justify any additional payment on this item even if the contractor asked for it.

This entire matter from the beginning is characterized by a lack of specific, factual, straight-forward, rational derivation of money amounts. We cannot get BPR's participation in claim settlements with anything less. I do not believe it is our proper role to develop the contractor's claims for him from such flimsy information on his part. I recommend that the claims as presented be denied in their entirety. Some adjustment would be justified on items 2 and 3 with proper information.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

cc: A. F. Parson

RECEIVED
JUL 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 30 1967
CONSTRUCTION
DIVISION

La Grande, Oregon
June 28, 1967

To:

SUBJECT: Airport Road-Irrigon Jct. Section
I80N
Contract 6388
Contractor's claims

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. J. A. Bond

With regard to Rogers Construction Company's latest letter of June 15, 1967 concerning their claims on the subject section, we are returning a copy of Mr. McInroe's letter to Mr. Klaboe. We believe that you have copies of all other correspondence except an analysis made by Lloyd Johnson of their claim letter of March 21, 1966. This was made by Mr. Johnson at our request following receipt of an earlier claim letter and held in this office pending an answer from Rogers to our letter of March 28. You will note that we have numbered the items in this latest letter and will analyze these one at a time.

1. We do not believe that Rogers Construction Company should be assessed any liquidated damages on this contract.

2. A review of the weekly reports indicate that part of this material was crushed on eight days between April 5 and April [illegible], 1965 from the so-called pit No. 1 and on 11 days between May 10 and May [illegible] from pit No. 2. The May 1 estimate indicates that about 20,500 tons had been crushed at that time. The June estimate indicated the total quantity of this size material as about 44,000 tons, however, over 50,500 tons were used. Crushing was normally done on a two shift basis indicating an average production of about 166 tons per hour.

There was nothing included in the correspondence to delineate just where the contractor arrived at his cost of $0.0498 per ton increase. His letter states that wages were increased 25¢ per hour for all crafts. If this figure is increased to 35¢ to cover the increased cost of social security, other benefits and office costs (an increase of 40%) and a production of 100 tons per hour is used, simple arithmetic would indicate a work force of over 14 men involved in handling this material. A production rate of 166 tons per hour would indicate a work force of almost 24 men.

We believe that Rogers Construction Co. is entitled to his unanticipated costs on the overrun of this bid item but also think that something more than a mention in a letter should be used to document this increase.

3. On March 2, 1965 Mr. McInroe sent to our engineer a copy of an estimate cost sheet which he stated was a "copy of our pre-bid estimated costs" but which carried an original date of February 11, 1965. This sheet may have been prepared from their pre-bid estimating sheets but we wonder about the approximate force account rates used for the equipment and the detail used in computing these costs in

connection with demolishing the bridge and lack of detail in the other costs. We do not question Mr. McInroe's allegation that some of the hidden costs on the job are included in this bid item and are therefore inclined to recommend payment of this claim item even with the lack of clear documentation. We are even willing to overlook the use of the crane for other work on project and pay all of the moving costs because of the possibility that the contractor might not have moved this equipment onto the project if the demolishing item wasn't in the contract.

[illegible]. The depth mentioned in Rogers' letter doesn't agree with the depth in our engineer's analysis of April 12, 1966. This report indicates that not all the delay was the error in grades. The daily plant reports reviewed show the following productions on bituminous base paving.

May 26 - 2663 tons in 8 3/4 hr. - 306 T/Hr.
May 27 - 2580 tons in 9 hr. - 287 T/hr.
May 28 - 2077 tons in 6 3/4 hr. - 309 T/hr.
June 1 - 2820 tons in 9 1/4 hr. - 305 T/hr.
June 2 - 2636 tons in 8 1/4 hr. - 320 T/hr.
June 3 - 2167 tons in 7 1/4 hr. - 300 T/hr.
June 7 - 2782 tons in 9 hr. - 309 T/hr.
June 8 - 2495 tons in 8 hr. - 312 T/hr.
June 9 - 2245 tons in 7 1/2 hr. - 300 T/hr.
June 10 - 2214 tons in 7 1/2 hr. - 295 T/hr.

On five of these days, June 1, 2, 7, 8 and 9, delays in plant operation of one-half hour, one hour, one and three-quarters hour, one and one-half hour and two and one-half hours respectively were noted because of minor delays waiting for trucks. The material was placed at the area in question on June 2 and 7.

On the base lift paving the following tabulation gives the production rates:

June 24 - 3013 tons in 10 hrs. - 301 T/hr.
June 25 - 2448 tons in 8 1/2 hr. - 288 T/hr.
June 28 - 1908 tons in 6 1/2 hr. - 294 T/hr.
June 29 - 1354 tons in 5 hr. - 271 T/hr.
June 30 - 2507 tons in 8 1/2 hr. - 296 T/hr.
July 28 - 1164 tons in 4 1/4 hr. - 275 T/hr.
July 29 - 848 tons in 3 1/2 hr. - 243 T/hr.
July 30 - 1208 tons in 4 1/2 hr. - 269 T/hr.

The base lift paving rate varied from 270 T/hr. to 319 T/hr. on work performed between June 11 and June 23. The work at the easterly end of the eastbound lanes (the area in question) was performed on June 29 and 30, days on which the production does not seem to be much below average.

The top lift of paving in this area was done on July 7, July 8 and July 14, days on which the production rates were 281, 301 and 276 tons per hour. The average production rate for the top lift paving from July 1 to July 20 was 291 tons per hour. The average production rate for the three days above was 286 tons per hour.

The above study of production rates plus the information in our engineer's letter leads us to believe that very little delay should be attributed to the error in grades and certainly not the six hours contended in Mr. McInroe's letter. The total time delay at the plant on all the days when this paving work was done that was attributed to the trucks not getting back to the plant amounted to four hours according to the daily plant reports. Similar delays were noted on other days and paving was being done in other areas on the same days that the work at the east end of the eastbound lanes was done, so we cannot state that all or what portion of these four hours should be assumed as our liability. These four hours in six days would average 40 minutes per day whereas the delays in the other first 35 days averaged only 20 minutes. These figures could indicate that we experienced two hours more delay in this area than normal. However, the delay may have been elsewhere and how much was due to the grade error and how much to the contractor's faulty operation we can't say. A study of the diaries might reveal some additional information.

5. We are attaching a print of the plan and typical section for the Boardman Interchange. The guard rail as shown is slightly in error and was installed in accordance with Drawing No. 2094 with the rail ending in line with the face of the curb. We believe we were correct in requiring placement of the full width paving at this interchange to provide a walkway in back of this guard rail. We have no records here to indicate the amount of time spent in placing this pavement except the daily plant record sheets which show some work in the interchange on July 13, July 14 and August 11. How much time was involved we do not know but believe the work required was part of the contract.

6. The contractor's letters of July 19, 1965 and June 15, 1967 seem to have overlooked the prime reason for construction of the detour. This reason was to permit completion of the grading work on the West bound lanes from about station 1290 to station 1325 prior to completion of the surfacing on the eastbound lanes. The construction of this detour accomplished this. Subsequent discussions between the Department, Boardman, and the Corps of Engineers, agreement was reached to leave traffic through town until September 10, 1965. Certainly this subsequent decision had no effect on the contractor's operation until completion of the paving on the eastbound lanes which was done on July 20, 1965. As was pointed out in Mr. Parson's letter to Rogers Construction Company on July 28, 1965, we do not expect them to do work over and above that originally contracted for without compensation. At the crossings, asphalt trucks were given preference over the public. We paid for the additional flagmen and for the sprinkling water used to cool the asphaltic material where necessary to permit traffic to cross fresh pavement and for the materials in the extra cross-overs. We removed the extra cross-overs with state forces after September 10. There may have been some other additional cost to the contractor but he has never stated "just what this difference is and why" as was suggested in Mr. Parson's letter.

Our recommendations on the six items in this claim can be summarized as follows:

1. Liquidated damages - contractor should have none to pay.

2. Overrun in 3/4-0 - if contractor's figure of $0.0498 per yard can be substantiated, contractor should be reimbursed.

3. Removal of bridge - contractor is entitled to some compensation. Perhaps his figure of $7850 is correct.

4. Extra paving expense - cannot recommend any appreciable figure.

5. Paving behind guardrail - not a valid claim.

6. Extra expense at detour - we have paid everything for which we have additional costs.

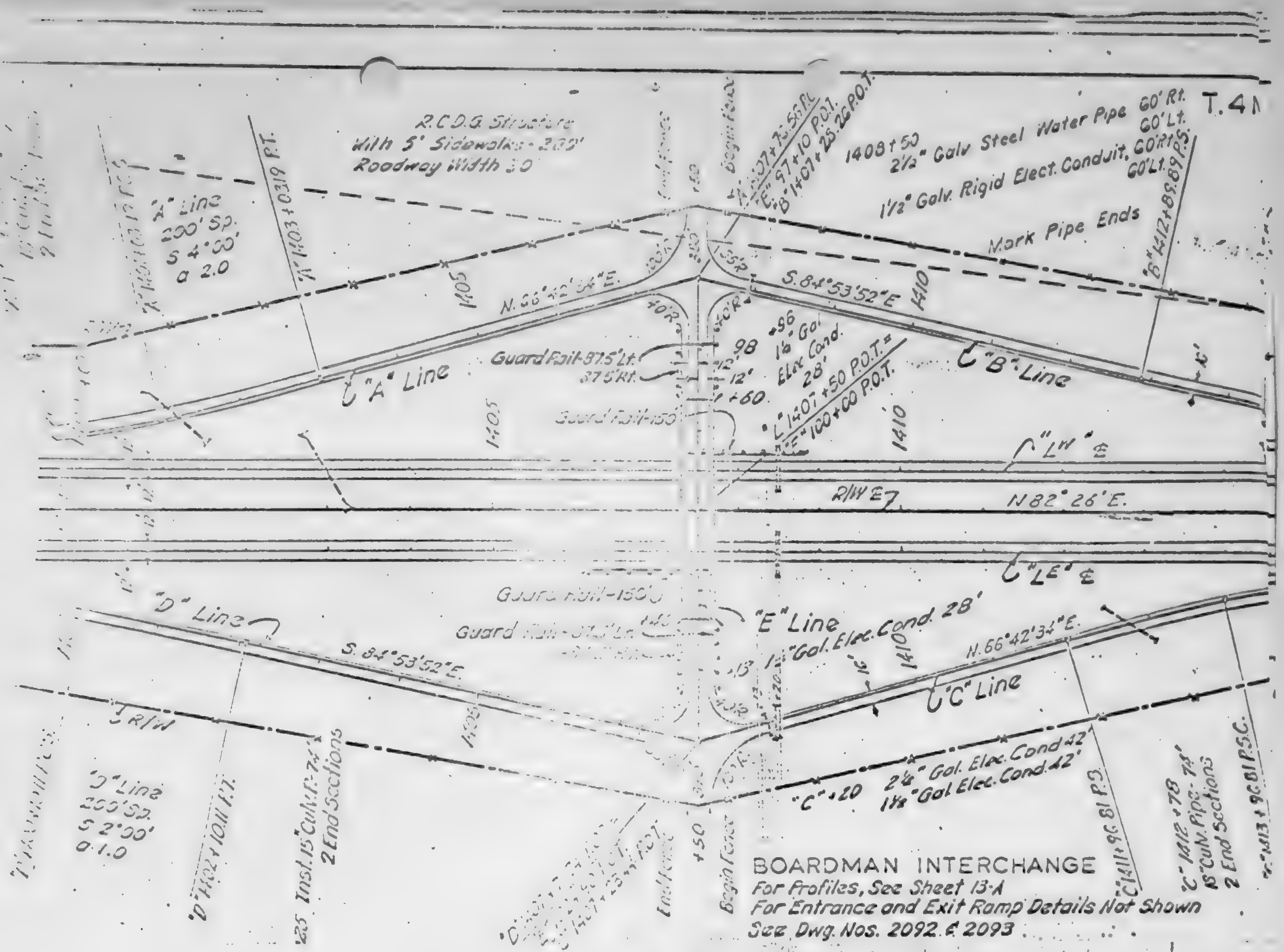
We hope that this gives you the information needed to settle this claim.

A. F. Parson
Division Engineer

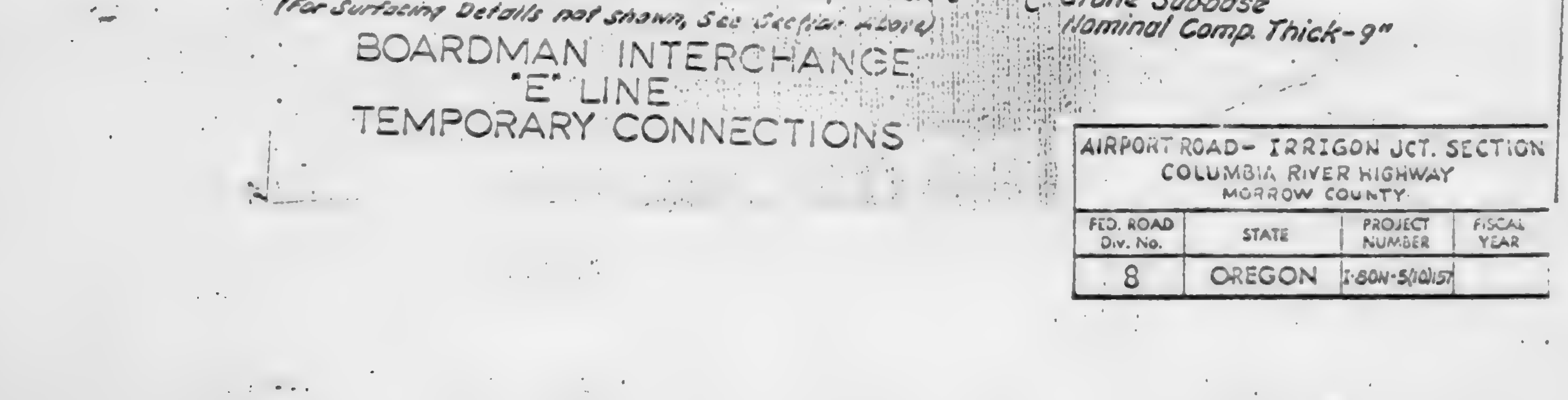
By H S Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment


T.4 N
R.C.D.G. Structure
With 5' Sidewalks - 28.0'
Roadway Width 3.0
1408+50
2½" Galv. Steel Water Pipe 60' Rt. 60' Lt.
1½" Galv. Rigid Elect. Conduit, 60' Rt. 60' Lt.
Mark Pipe Ends
"A" Line
200' Sp.
S 4°00'
a 2.0
"A" 1403+03.19 RT.
"A" 1407+73.56 RC.
"E" 97+10 P.O.T.
"B" 1407+28.26 P.O.T.
"B" 1412+89.67 P.S.
Begin Fence
N. 66°42'34"E.
S. 84°53'52"E.
1405
1410
"A" Line
"B" Line
Guard Rail - 87.5' Lt. 87.5' Rt.
Guard Rail - 150
+98
+96
12'
+60
1½" Gal. Elec. Cond. 28'
"L" 1407+50 P.O.T. = "E" 100+00 P.O.T.
"LW" ℄
R/W ℄
N 82°26' E.
"LE" ℄
Guard Rail - 150
Guard Rail
"D" Line
"E" Line
1½" Gal. Elec. Cond. 28'
S. 84°53'52"E.
N. 66°42'34"E.
1405
1410
"C" Line
R/W
"D" Line
200' Sp.
S 2°00'
a 1.0
"D" 1402+10.11 P.T.
125 Inst. 15" C.M.P. 74'
2 End Sections
"C" +20
2½" Gal. Elec. Cond. 42'
1½" Gal. Elec. Cond. 42'
"C" 1411+96.81 P.S.
"C" 1412+78
15" C.M. Pipe - 74'
2 End Sections
"C" 1413+96.81 P.S.C.
End Fence
+50
Begin Fence

BOARDMAN INTERCHANGE
For Profiles, See Sheet 13-A
For Entrance and Exit Ramp Details Not Shown
See Dwg. Nos. 2092 & 2093


29'
29'
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7'
10'
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Shldr. Area
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Sl. 0.04'/ft.
Sl. 0.02'/ft.
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Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Sl. 2:1
Sl. Var.
Sl. 6:1
Topsoil
Nominal Thick. 6"
Bottom Course Base
Nominal Comp. Thick - 6"
Stone Subbase
Nominal Comp. Thick - 9"

(For Surfacing Details not shown, See Section Above)

BOARDMAN INTERCHANGE
"E" LINE
TEMPORARY CONNECTIONS

AIRPORT ROAD - IRRIGON JCT. SECTION
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-80N-5(10)157	

W. RAY ROGERS • DONAL ROGERS • GENERAL CONTRACTORS • Tel. 503 / 6517

ROGERS

CONSTRUCTION CO.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

June 15, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 23 1967
CONSTRUCTION
DIVISION

Mr. Fred B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Airport Road-Irrigon Jct. Section
Interstate 80N-Contract No. 6388

Dear Mr. Klaboe:

Reference to your letter dated May 15, 1967 in which you ask us for additional information relating to our claims on the above project.

Liquidated Damages. We still believe the Bureau is wrong in their decision as more days of work were involved for the production of the overrun surfacing and gravel blanket materials. (110% and 80% respectively.) However, we do appreciate your Department's effort in our behalf.

Bid Item 60: 3/4"-0. Our original bid was based on 23,600 tons; the final quantity was 50,522 tons, as stated in our request for additional compensation for this item. Your department was advised verbally, by letter and telegram that we could not produce other than a reasonable additional amount of material, not a 110% overrun. You then produced a price agreement based on our original bid which we refused to sign.

On April 1, wages increased 25¢ per hour for all crafts. Our records show that the contract amount was crushed and stockpiled prior to this date, and the balance was crushed during the weeks of May 16 and May 23. Hauling of this additional material was done at a later date. Therefore, the wage increases increased our cost on the extra material crushed to $.0498 per ton. For the extra material crushed and placed, our additional labor cost is $1,340.72.

Bid Item 2: Removal of Bridge. (This item was first included and then deleted from the contract.) In our letter to

L. C. Johnson, Resident Engineer, dated March 2, 1965, we outlined our cost of $850.00 for moving in and out equipment to do this work. We also furnished an estimate or cost sheet on the demolition of this bridge, plus a complete analysis as to how we arrived at the cost for the item. We further detailed the distribution of the other than direct costs to substantiate our bid.

Another item of considerable expense to us was the delay in our paving operations at approximately Sta. 235 - 240, westbound lane, where we had to place pavement to a 12" depth. The grade error was not discovered until the first layer of pavement was laid. We then had to wait for this material to cool and then lay another lift of asphalt. This operation was repeated twice. It would be somewhat difficult to figure all of our costs but we feel there was more than the six hours loss of operation time for which we have billed you.

There were other factors that contributed to our delay. One, the handling of the asphaltic material back of the guard rail at the Boardman Interchange....this work was not included in the original plans. We have detailed the expenses in conjunction with this extra work.

As for the expense incurred in the construction of the detour road, the price agreement was entered into since it was of mutual benefit....traffic could be easily diverted to the eastbound lane (good public relations between State and traveling public) and the westbound lane would be left free for our operations. We were willing to stand our portion of the expense for the construction of this detour.

When pressure was put on the State by the Army Engineers and the people of Boardman, your Construction Engineer, without any consideration to us, made an agreement with these people that definitely handicapped our operations and was therefore quite costly to us. We were told to back our protest to your people with a breakdown of cost figures. The fact that your people failed to adhere to the terms of the Price Agreement was ignored.

So it seems to us that the attitude of some of your officials is to hell with the agreement, especially if it is proposed by the contractor who is willing to share the expense of such an agreement. If a disinterested party can throw his weight around to satisfy public opinion on matters he failed to consider when the contract was drafted, and then to cover up his own mistakes, takes us for a ride at our expense, you can readily understand why we place very little faith or value on your Price Agreements.

We believe we are entitled to full consideration on the items outlined.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas. R. McInroe

Chas. R. McInroe
Superintendent

CMcI:ec

Enclosures

RECEIVED
JUN 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

Oregon State Hwy Dept.

Salem, Oregon

June 5, 1967

Oregon State Highway Department Project 6388

Additional labor cost due to wage increase in connection with crushing and placing 3/4-0 overrun material.

Overrun of 26,922 tons divided by average production of 100 tons per hour equals 269.22 hours.

$0.0498 equals extra cost per ton due to wage increase multiplied by 100 tons per hour equals $4.98 per hour.

$4.98 per hour multiplied by 269.22 hours equals	$1,340.72

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

March 21, 1967

Oregon State Highway Dept.
Salem, Oregon

Oregon State Hwy Project 6388. Airport Road-Irrigon Jctn.

Delay in Paving Operations at approx. Sta. 235 - 240 West Bound Lane.

6 hours loss of Operations @ $290.00 per hour	$ 1,740.00

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

March 21, 1967

Oregon State Hwy Dept.

Salem, Oregon

Oregon State Hwy Project 6388. Airport Road-Irrigon Jctn.

Handling of asphaltic material in back of guardrail at Boardman Interchange - not on plans.

8 hours each for 4 men	32 hours			
32 hours @ 3.60		115.20		
Taxes, Ins., H&W and PF		19.58	134.78	
Dump Truck, Roller and Tampers 8 hours @ 15.50			124.00	
				$ 258.78
Plus 15%				38.82
				$ 297.60

FORM M.123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

La Grande
July 28, 1965

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Airport Road-Irrigon Jct.
Price Agreement No. 8
Oregon State Contract 6388

ATTENTION: Mr. Charles R. McInroe

Gentlemen:

We have a copy of your letter addressed to Mr. Lloyd Johnson under date of July 19, concerning the change of maintaining a traffic detour through the town of Boardman until September 10. Inadvertently, you were not conferred with at the time Mr. Morgan and myself discussed this plan with the City of Boardman and the Army Engineers. However, Mr. Johnson did discuss this with you as soon as you came up.

The payment for the detour down on to the old road, of which you signed the price agreement, is still valid as far as we are concerned, however, the additional expense that you might be put to by virtue of having to construct the crossover at Station 1283 will certainly be compensated for by the State. We will have to be shown just what the difference is and why. We certainly do not expect the contractor to do work over and above that originally contracted for without compensation.

It is noted that the crossovers have already been constructed and when the westbound lane is completed west of Station 1283 there should not be too much interference with your regular planned work at this point, however, we do admit that there will be some.

Concerning the hold over after you have finished the job, we do not expect to require you to remove the crossovers nor will you be penalized for overtime after you have finished your portion of the contract. We trust that this is the information requested in your letter.

Very truly yours,

A. F. Parson
Division Engineer

AFP:sp

CC: F. D. Morgan
F. B. Klaboe
L. C. Johnson

COPY

July 19, 1965

Oregon State Highway Department
Mr. Lloyd Johnson, Resident Engineer
2050 N. 1st Street
Hermiston, Oregon

Re: State Contract No. 6383 Airport Road-Irrigon Junction
Price Agreement No. 8.

Gentlemen:

We signed a revised Price Agreement No. 8 dated May 11, 1965 to construct a detour so that it would be possible to complete a fill on the West Bound lane on the above project, and to divert all of the traffic to the East Bound lane as soon as the East Bound lane was paved. This work was started March 31, 1965 and completed April 13, 1965. By so doing this, we were to have free access so that our operations on the West Bound lane would be entirely free of all traffic. You agreed with us and we so agreed with you. You asked us to sign the above agreement and to share with you one-half the cost of the above price agreement. This we agreed to do, and our share of the cost as prepared by your engineer was approximately $8,000.00.

Without any consultation with us at all, you now come up with a different program which is going to entail a lot of additional expense to our company. Namely the construction of 2 additional crossovers, and due to the fact that the one crossover was placed at Sta. 1233, our work in this area of the black base and the 2 lifts of A/C will have to be placed under traffic conditions which we did not agree to do and is entirely out of line with the price agreement entered into.

Why did we not have the opportunity to have a discussion of these changes and how it would effect our operation? We have now received a letter notifying us that your Construction Engineer has made arrangements to not open the East Bound lane in its entirety until Sept. 10. Do you expect to hold the work-day penalty on our company thru this entire period of time? Are you going to compensate this company for the additional expense that they are going to have?

Since you do not desire to keep the terms of the price agreement, maybe you had better cancel our portion of the charges that was agreeable at the time of signing the agreement. If any part of it is not good - none of it is good.

Mr. Rogers has advised me that we will do as you have outlined in your letter of July 15, only with the acknowledged written understanding that this company will be compensated for any additional expense involved in this additional change order.

Very truly yours,

ROGERS CONSTRUCTION CO.

CMcI

Chas. R. McInroe

cc: Mr. Forrest Cooper
Mr. A. F. Parson

COPY

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 15, 1965

Subject: Airport Road-Irrigon Jct.
Contract # 6388

Rogers Construction Co.
11760 N.E. Glisan St.
Portland, Oregon

Atten: Mr. Chas, McInroe;

In view of the anticipated financial loss the the people of Boardman by diverting traffic from their town to the newly constructed freeway, The Highway Dept., thru their Construction Engineer, Mr. Morgan and the Division Engineer Mr. Parson, has agreed to provide facilities to keep the flow of traffic through Boardman until Sept. 10, 1965.

In order to accomplish this, traffic will use newly constructed East Bound lanes from the Westerly terminus of the project at station 1102 to approximately station 1283 where a temporary connection crosses the West Bound lanes and connects to a previously constructed detour road, thence via U.S. 30 through Boardman and Easterly to a point opposite approximate station 1503, where a detour road has been constructed, connecting to the foresaid East Bound lane, thence Easterly to the end of the project.

I hereby respectfully request that you can direct your work in a manner that the above plan and agreement may be fulfilled.

Sincerely

L. C. Johnson

L. C. Johnson Res. Eng'r.

W. R. ROGERS
DONALD E. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

Boardman
Structure

March 2, 1965

Oregon State Highway Department
Mr. L. C. Johnson, Resident Engineer
2050 North First Street
Hermiston, Oregon

Re: Old Boardman InterChange Structure

Dear Sir,

In reference to your office memo of January 28, 1965 concerning the above structure; we wish to bring to your attention our pre-bid estimate of certain costs that are envolved with the deletion of this contract item, known as Item no. (2) of the bid schedule on Oregon State Highway Project #6388.

Attached hereto is a copy of our pre-bid estimated costs showing that we included cost items that were not part of the bid schedule, but incidental to bid items as set forth in the special provisions. By deleting this item you have taken away the costs of these various items, and we feel that an adjustment should be made for our re-imbursement of said costs for these items, as our supporting pre-bid schedule shows.

Prior to your notice of the deletion of this item, we are submitting our claim for the move in and move out of the 3/4 yd. Crane $600.00, headache ball rental $250.00, for a total of $850.00. Also, an additional $7,000.00 for items incidental to the contract items as such; making our total claim in the amount of $7850.00.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas McInroe

Chas. R. McInroe

encl.

Airport Rd Irrigon US #30 Project

ESTIMATE COST SHEET ON BID ITEMS

Rogers Const Co #142

ITEM	DESCRIPTION	QUANTITY	ESTIMATED UNIT COST	ESTIMATED TOTAL	UNIT PRICE BID
#2	Removal of Bridge	Lump			
(A)	Move in Machine For Demolition		$300.00	✓ ✓	
(B)	Move Machine out		$300.00	✓ ✓	
(C)	Rental on Head-ache Ball		$250.00	✓ ✓	
(D)	1-D-8 Cat 46A Series Fully Operated 8 Hours @ $35.00 per Hr		$280.00		
(E)	Operate ¾ yard Crane Fully Operated 5 Days @ 8 Hrs x $25.25 per hr		$1,010.00		
(F)	Maint-Repair, Fuel Lube of Above Eqpt Acteylene + Oxygen		$50.00		
(G)	Welding Machine, Weldor, Labors Time Ins, Taxes, H+W, Pension		$560.00		
H.	Overhead, Misc. Expense of other Eqpt. Moves, Supervision & Etc		$250.00		
		Total Estd Cost	$3000.00		
I.	To take care of Signs, our percentage of Flagging Costs and Othe Items That are not paid for by Direct Bid Items		$7000.00	✓	$10,000.00

C

"Airport Rd" Irrigon US#30 Project

ESTIMATE COST SHEET ON BID ITEMS

DATE: 2/11/65

'T Co #142

PTION	QUANTITY	ESTIMATED UNIT COST	ESTIMATED TOTAL	UNIT PRICE BID	TOTAL OF UNIT PRICE BID
F Bridge	Lump				
ACHINE LITION		$300 00	✓ ✓		
IE CUT		$300 00	✓ ✓		
Head -		$250 00	✓ ✓		
46A Series TED 35 00 per Hr		$280 00			
ARD CRANE TED X $25 25 per hr		$1,010 00			
AIR, FUEL NE EQPT Oxygen		$50 00			
LING, BORS TIME H + W, Pension		$560 00			
MISC. EXPENSE EQPT. VISION ETC		$250 00			
	TOTAL ESTD COST	$3000 00			
OF Signs, TAGE OF OSTS AND S THAT ARE D by Direct		$7000 00	✓	$10,000 00	$10,000 00

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

Feb. 11, 1965

Oregon State Hwy Dept.
Salem, Oregon

Oregon State Hwy Project 6388

Old Boardman Interchange Structure

Bid Item No. 2

Move in machine for demolition	$ 300.00
Move machine out	300.00
Rental of Headache Ball	225.00
	$ 850.00

C

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AUG 21 1967
FOR FILING

I-80N-5(10)157

6388

July 27, 1967

#8

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6388 on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to August 23, 1965.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: A. F. Parson
Lloyd Johnson
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

FORM PR-[illegible]
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(10)157
Airport Road - Irrigon Junction Section
Columbia River Highway
Request for Time Extension

Concurrence in a time extension due to the overrun in the 3/4" - 0 base rock was previously denied because the overrun in the overall contract items was not exceptional. We still believe the overrun in itself is not justification for a time extension.

Mr. Klaboe stated in his May 18, 1967 letter that the contractor was required to stop crushing paving aggregates to produce the additional 3/4" - 0 base material needed at a late stage in the contract work, which did affect the final completion date. This appears to be a valid exceptional reason for the time extension. Consequently, we concur in the requested 12-day time extension.

REFERRED TO
Bond w/ file
By Asst. State Hwy. Engr.

R/O Comm Actn

Routing

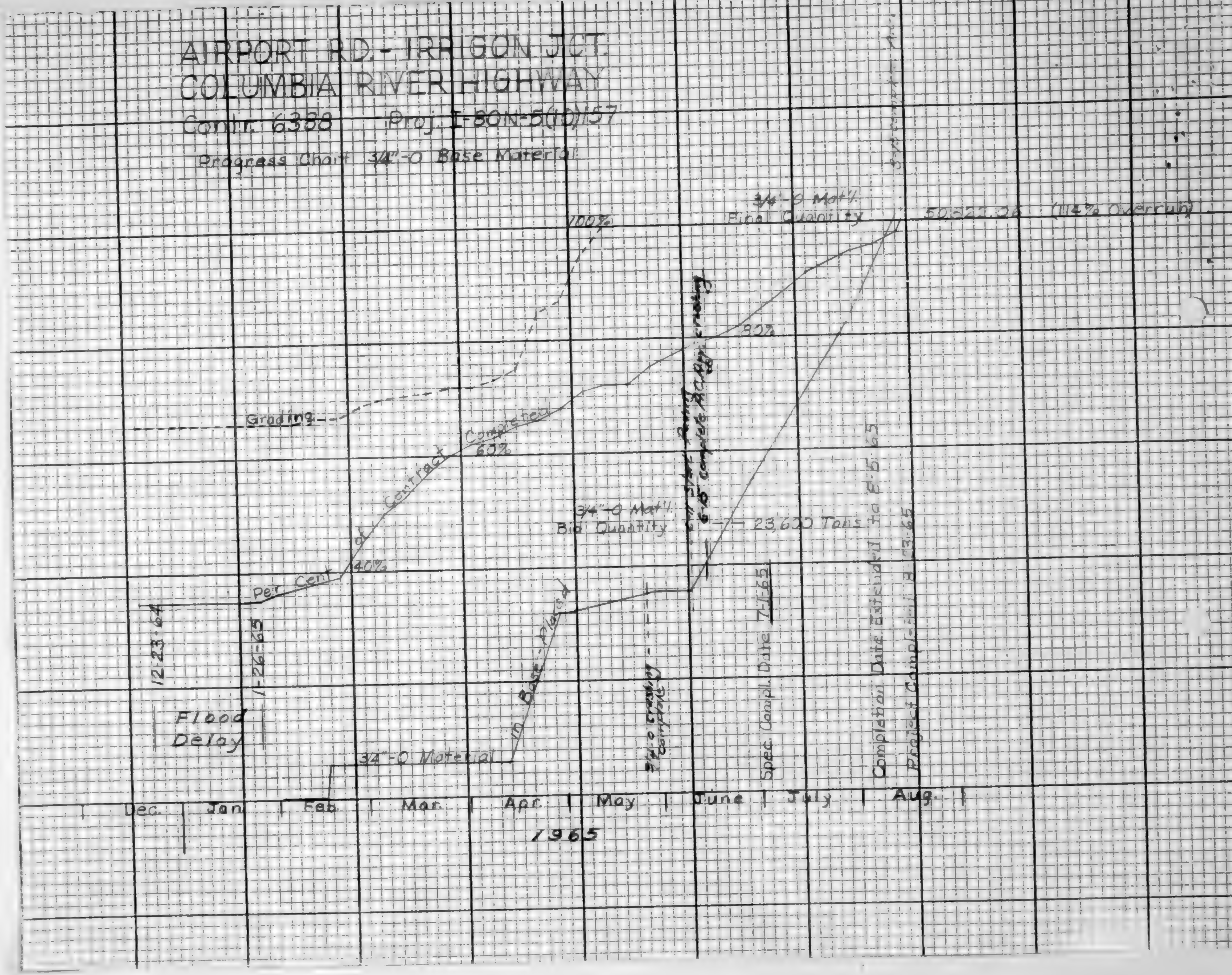
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
[illegible] 1967
CONSTRUCTION
DIVISION

copies to
[illegible]
Young
7-6-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



AIRPORT RD. - IRRIGON JCT.
COLUMBIA RIVER HIGHWAY
Contr. 6388 Proj. I-80N-5(10)157
Progress Chart 3/4"-0 Base Material

AUG 2, 1967

[illegible] 5(10)157

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION
July 24, 1967
Construction Division Federal-Aid Contracts

Agenda No. 6388
3g

	Contract No.	Section	Days	Amount	BP R Participation
1	6643	Grave Creek	34(1)	$6800	All
5	6519	Glendale Jct.-Coyote Creek	71*	21,300	"
6	6571	Canyonville-Bear Gulch	35*	10,500	"
8	6388	Airport Road-Dorrigon Jct.	12*(2)	5,040	"
12	6747	Lime-Malheur Co. Line	97(3)	___	"
14	6858	Cascade Locks-Mitchell Point	60(4) work days	___	"

1) Plus "stop work" period 12-14-66 to 5-13-67

2) This is second extension

3) For "stop work" period 4-4-67 to 7-10-67. New completion date is 10-6-67.

4) This equals 87 calendar days. Original time allotment of 460 calendar days has not yet elapsed.

* Extension covers all time to actual completion, leaving no retained liquidated damages.

JAB:ss
7/31/67

cc: F. B. Klaboe ✓
L. H. Young
C. H. Maison
J. A. Bond

RECEIVED
AUG 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 12 1967

FOR FILING

6378

July 11, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 6
July 24, 1967 meeting

Gentlemen:

We have received a request for a further extension of time from Rogers Construction Company, contractor on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, Contract No. 6366.

At your meeting on November 22, 1966, you granted an extension to August 5, 1965. This left 12 liquidated damage days in effect and $5,040 in liquidated damages.

We have reviewed the project records and find some additional justification for granting an extension. The contractor was required to stop crushing paving aggregates in order to produce additional base material needed at a late stage in the work. This was 3/4"-0 material, on which the final quantity overran the contract bid quantity some 114 percent, or 26,922 tons. Because of this, the original contract work (which overran 4.2 percent) was delayed and an extension to August 23, 1965, is justified. The project was completed on August 23, 1965, so an extension to that date will eliminate all liquidated damages.

This is a Federal-aid Interstate project and we have the concurrence of the Bureau of Public Roads and the Corps of Engineers.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

DES:nn:fw fn

RECEIVED
MAY 19 1967

FOR FILE

May 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Airport Road-Irrigon Junction
Section, Columbia River Highway
Project No. I-80N-5(10)157
Request for Time Extension

Dear Sir:

Your October 4, 1966, letter concurred in some time extension for this project but denied any extension based on the 114 percent overrun in the 3/4"-0 Material in Base item. We have given this factor some further study and submit the following additional information on this request.

We emphasize that this heavy overrun occurred relatively late in the performance of the project. The bid quantity of 23,600 tons was used by the latter part of June, 1965.

Aggregate for the project was produced at two different sources with two crushers working simultaneously. On April 6, production of 3/4"-0 was started at Pit No. 1. On April 7, production of AC aggregates was started at Pit No. 2. On April 21, the first run of 3/4"-0 production was completed and that crusher was dismantled. Around mid-May, the production of AC aggregates at the other pit was interrupted and the crusher was switched over to 3/4"-0 to produce the overrun quantity. This continued until May 25 when the crusher was converted back to AC aggregate work. Paving started June 11; production of the AC aggregate was completed by June 15. Specified completion date for the project was July 1.

We believe the overrun in 3/4"-0 was very substantial and that considering the late stage of the project at which it was produced and placed, particularly when production of AC aggregate was interrupted because of this, a time extension for this reason is justified. The overall contract items on this project overran 4.2 percent.

We respectfully request your reconsideration of a 12-penalty-day extension for this reason.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JAB:sg srb

RECEIVED
MAY 16 1967

FOR FILING

I-80N-5(10)182

[illegible]

1654

May 15, 1967

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Attention Mr. W. R. Rogers

Gentlemen:

Re: Airport Road-Irrigon Junction
Section, Interstate 80N
Contract No. 6388

At our meeting here on May 9, you cited a March 21, 1966, letter directed to Division Engineer Parson setting forth certain claims on this project.

We find that a reply was made to your letter under date of March 28, 1966, by Assistant Division Engineer Coulter. A copy of this letter is attached. Additional information relating to the request for adjustment on 3/4"-0 rock and the "removal of bridge" item was requested.

I am advised that the necessary supporting information on these claims has not been received. Upon receipt of same, we will give these claims further consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc.
cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson

RECEIVED
MAY 16 1967

FOR FILING

I 80N-5 (10) 15[illegible]

[illegible]

May 15, 1967

1654

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Attention Mr. W. R. Rogers

Gentlemen:

Re: Airport Road-Irrigon Junction
Section, Interstate 80N
Contract No. 6388

At our meeting here on May 9, you cited a March 21, 1966, letter directed to Division Engineer Parson setting forth certain claims on this project.

We find that a reply was made to your letter under date of March 28, 1966, by Assistant Division Engineer Coulter. A copy of this letter is attached. Additional information relating to the request for adjustment on 3/4"-0 rock and the "removal of bridge" item was requested.

I am advised that the necessary supporting information on these claims has not been received. Upon receipt of same, we will give these claims further consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc.
cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson

Morgan
2-8-3-H

FORM E-123X 100M 4-63

MISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

La Grande, Oregon 97850
P.O. Box ~~4~~ 850
March 28, 1966

Routing
Decker
1 Bond B
Walker W
Glenn
3 Swan

E
Horsfall
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 30 1966
CONSTRUCTION
DIVISION

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Attention: Mr. Chas. R. McInroe

Geneltmen:

This will acknowledge receipt of your letter of March 21 comprising a claim on the Airport Road-Irrigon Jct. Section I-80N-5(10)157. We have tabulated the items in ~~this letter and arrive~~ at the following seven for which you believe Rogers Construction is entitled to additional compensation as follows:

1. Liquidated damages.
2. Additional cost of producing overrun in 3/4-0 rock.
3. Increased costs in producing overrun in gravel blanket material.
4. Loss of reimbursement for project cost items included in the bid for "Removal of Bridge".
5. Additional cost of laying AC pavement from approximately station 235 to 240.
6. Placing AC in back of guardrail at Boardman Interchange.
7. Increased cost in handling work because of traffic going through the Town of Boardman.

Regarding Item No. 1 the highway department is presently attempting to obtain concurrence of the B.P.R. in approval of your request for an extension of time on this project. You will be advised as soon as we have the word pertinent to the department's approval or disapproval of your request.

Item No. 2 - we at one time requested, and you indicated that you would furnish, a breakdown of your additional costs that could be used as justification for recommending or not recommending increased compensation to you for the overrun in 3/4-0 material. To date, we have not received this breakdown.

Regarding Item No. 3, we have no correspondence or any information indicating what you think you are entitled to in the way of additional compensation. Before being able to justify any additional compensation we would have to have some documented breakdown of your increased cost.

We have received an excellent breakdown of your expected cost for dismantling or removal of the old interchange structure. However, we only have about 25 words to explain the $7,000 that you state you included in your contract bid and for which you are asking monies for in Item No. 4. Before we could hope to get approval of any monies for this purpose, we must have a more detailed breakdown of what these costs are. A copy of your work sheets when bidding this project would seem to us to furnish the best type of documentation for this item.

Regarding items 5, 6 and 7 in your claim letter - before we can recommend or refute any additional compensation for these items, we must have a breakdown of just what you are requesting. In short, what work for what unit cost for what total amounts.

Upon receipt of a detailed breakdown for the items in your letter, we would be very glad to consider all of them and forward with our recommendations for further consideration by our department.

Very truly yours,

A. F. Parson
Division Engineer

By H S Coulter
H. S. Coulter
Assistant Division Engineer

HSC:dj

cc: F. D. Morgan
L. C. Johnson

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

March 21, 1966

Penalty
+ $850 more in
some Thing in 3/4-0

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Our Job 142
Airport Road
S/C 6388 I-80N-5(10) 157

Dear Mr. Parson:

On December 29, 1965, the State of Oregon sent us a final Estimate on the above job. As per the copy of letter enclosed and per articles 1.913 and 1.915 and new articles 9-15 and 9-16, we are presenting to you at this time the following claims on the above contract:

5120
10080
5040

Liquidated Damages: 36 days at $420.00 per day = $15,120.00.

On February 12th we made application for an extension of time due to the fact that our equipment and personnel were working from December 23, 1964 to January 26, 1965, during your Holiday Flood Disaster period. This extension of time was asked for 30 days as our contract on the above job was for a date ending, - not work days. In addition to the above there are several items on this contract that far exceeded the quantities as bid; namely Item #11 Gravel Blanket - we bid on 82,800 cubic yards, the outcome on this item was 125,303 cubic yards or an increase of better than 50%. Then on Item #60 which we will have more to discuss with you, we bid on 23,600 Tons and its final quantities were 50,522 Tons or approximately 110%. We certainly are entitled to days of time for these additional increases in quantities.

Bid Item #60

3/4-0 Rock. We bid on 23,600 Tons of this item. You sent us a Price Agreement made out for $1.08, the same price as bid. This was discovered long after the contract was awarded, and we had wage raises and other costs that would bring our price up to $1.25 per Ton. Therefore, we will expect to be compensated for the additional tonnage produced above the 23,600 Tons, or 26,922 Tons @ 17¢ per ton = $4,576.74. We notified your engineer, Mr. L. C. Johnson, that at the time the 23,600 Tons were used we would expect the above additional compensation for same, both verbally and by letter.

check

Bid Item # 11

Gravel Blanket. This item was increased better than 50%, and due to the large overrun we were faced with a substantial increased cost.

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

Bid Item #2

check

Removal of Bridge. This is the item that was in and out as to the removal of same. We presented to you on the March 2 letter outlining the monies that we spent in moving in and out of equipment to do this work, in the amount of $850.00. We also furnished an estimate or cost sheet on the demolition of this bridge plus a complete analysis of our arrival of costs on this item. We further detailed the distribution of the other than direct costs to substantiate our bid on this item.

We also have an item of laying pavement on the West Bound Lane. At approximately station 235 to 240 where we had to place pavement 12" deep. This was at the junction of the new and old West Bound Highway. The Grade error was not discovered until the first layer of pavement was laid. We then had to wait with our entire paving operations for this material to cool and immediately lay another lift of pavement on this. Then again we had to do this twice more. This would be somewhat difficult to figure all of our costs but we lost in this area alone better than 6 hrs. operation with all of our equipment plus shutting down our paving operations each time.

We also have another matter to add to our delays, namely the handling of the asphalt back of the guard rails at the Boardman Interchange which was not on our plans. We encountered over $300.00 in labor performing this work.

Regarding the detour on which we had considerable difficulty in obtaining: since it was certainly not the intention of the State to so have, and the changes that were made without our agreement; we know that we had considerable expense from flagging and the slowdown of all the asphalt trucks thru the traffic after your people made an agreement with Mr. Morgan and the Army Engineers and the City of Boardman. Had we known all of this was going to happen for the benefit of all others, we probably would not have been so anxious to donate our $8,000.00 cost of the detour and have the additional costs as explained.

We believe that we are entitled to full consideration on all the items as outlined, and are so filing our claim for these items.

Very truly yours,

ROGERS CONSTRUCTION COMPANY

Chas. R. McInroe

Attachments

CRMI/amd

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

FILED
APR 7 - 1967

Memorandum

Kleber

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 4, 1967

In reply refer to: 08-35-EC/423.32

TO : FOR FILING
Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Interstate Highways -
FAI Fund Participation in Costs of Additional Stage Construction on Through Traffic Lane Pavement Structures Constructed Prior to October 1963

Instructional Memorandum 21-1-67 dated January 11, 1967 on the above subject indicated that condition examinations should be made of all sections of pavement structures that were authorized for construction prior to October 1963 with FAI fund participation. The October 1963 date was established on the basis of amending the 1975 design year to a 20-year period under the Federal-aid Highway Amendments Act of 1963 approved on October 24, 1963.

Mr. G. M. Williams' November 15, 1963 circular memorandum on "Revision of Interstate Standards, Design Year" indicated that in keeping with the intent of Congress, there should be flexibility in regard to the design year for projects on which designs are complete, or substantially so. We received this circular memorandum on November 26, 1963. In conformance with the provisions of the circular memorandum our records indicate that pavement designs were based on a 1975 design year for the following projects:

Project No.	Location	Authorization Date
6358 I-5-3(56)130	Sutherlin Jct. - Winchester	October 28, 1963
6378 I-80N-5(10)157	Airport Road - Irrigon Junction	November 26, 1963
6372 I-80N-5(11)147	Willow Creek - Airport Road	November 26, 1963

Under the circumstances as outlined herein the above listed projects may be considered in the same category as if the authorization dates were prior to October 1963 with the provisions of IM 21-1-67 being applicable.

4-7-67

REFERRED TO
Bobb, Young, Decker
By Asst. State Hwy. Engr
take appropriate action

NOTED
F. B. [illegible]
APR 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 13 1966
FOR FILING

I-80d-2 ([illegible]) 57
6344

December 12, 1966

The Fidelity and Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

A post-final payment for $10,080 will be made to Rogers Construction Company on Contract No. 6388 for grading, paving and structures on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,090,484.39, including the post-final payment. Of the total $24,300.89 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr

cc: Rogers Construction Company
11760 N.E. Glisan Street
Portland 20, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 14 1966
FOR FILING

I-80N-5(10)157
6388

1095

November 25, 1966

Rogers Construction Co.
11760 NE Glisan Street
Portland 20, Oregon

No. 2

Gentlemen:

The State Highway Commission at its meeting on November 22, 1966 considered your request for an extension of time on Contract No. 6388 on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to August 5, 1965.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc A. F. Parson
L. C. Johnson
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads
Corps of Engineers

RECEIVED
OCT 18 1966
FOR FILING

[illegible]

6348

October 18, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 2
November 22, 1966 meeting

Gentlemen:

We have received a request for an extension of time from Rogers Construction Company, contractor on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, Contract No. 6348. The request is for an extension of the specified completion date from July 1, 1965 to August 1, 1965, based on a delay caused by use of the contractor's personnel and equipment in emergency flood restoration work.

Most of the contractor's equipment on this project was diverted to flood emergency repair work at other locations. Grading work on this project was stopped for a 35-day period from December 23, 1964 to January 26, 1965, by this.

We recommend that an extension to August 5, 1965, be granted. This will reduce the liquidated damages to $5,040 for the 12 penalty days remaining. This project was completed on August 23, 1965. This is a Federal-aid Interstate project and we have concurrence of the Bureau of Public Roads and the Corps of Engineers.

This matter will be presented for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JB:DBS:bjm;nh;fp bg

C--320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 12, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 1, 1965 days to Aug 1 1965 days, within which to complete our Contract No. 6388, without the assessment of liquidated damages. The said contract is described as follows:

Airport Road - Irrigon Morrow County 1-80N-5(10) 157

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The State of Oregon had our equipment and personnel for use during your Flood Damage for the period December 23, 1964 to January 26, 1965. As the above contract is not based on work days, but date ending July 1, 1965, we beleive that our time on this job should be exteded to August 1, 1965.

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By Chas McInroe

CONSENT OF SURETY

Date 2/15, 1965

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FIDELITY AND CASUALTY COMPANY OF NEW YORK

BY [illegible] R. Fisher
Attorney-in-fact
ATTORNEY

(SEAL)

PALLETT, FISHER & CARLO, INC
Resident Agent
BY [illegible] R. Fisher
RESIDENT AGENT
PORTLAND, OREGON

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6368 Contractor Rogers Construction Company

Highway Columbia River Highway

Section Airport Road-Irrigon Junction

Kind of Work Grading, Paving, & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

It is recommended that completion time be extended from July 1, 1965 to August 15, 1965, [illegible] due to the Oregon State Highway Department's use of the contractor's equipment for emergency flood restoration work from December 23, 1964 to January 26, 1965 [illegible]

Recommended for Approval:

Coulter
Asst. Division Engineer

Construction Engineer or Bridge Engineer

Klaboe
State Highway Engineer

Contract No.	6368
Project designation	I-[illegible]-(10)157 State-Federal
Date awarded	Feb. 11, 1964
Work started	Feb. 10, 1964
Per cent completed	100 [illegible] Aug. 23, 1965 [illegible] Date
Specified Compl. Date:	July 1, 1965 [illegible]
[illegible]	
Requested Ext. of Compl. date to Aug. 5, 1965 [illegible]	

State Printing 37939

E--320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Feb. 12, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 1 1965 days to Aug 1 1965 days, within which to complete our Contract No. 6388, without the assessment of liquidated damages. The said contract is described as follows:

Airport Road - Irrigon Morrow County 1-80N-5(10) 157

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The State of Oregon had our equipment and personnel for use during your Flood Damage for the period December 23, 1964 to January 26, 1965. As the above contract is not based on work days, but date ending July 1, 1965, we beleive that our time on this job should be extended to August 1, 1965.

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By Chas McInroe

CONSENT OF SURETY

Date 2/15, 1965

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FIDELITY AND CASUALTY COMPANY OF NEW YORK
BY
Attorney-in-fact ATTORNEY

(SEAL)

PALLETT, [illegible] & CARLO, INC.
Resident Agent
BY
PORTLAND, OREGON

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6360 Contractor Rogers Construction Company

Highway Columbia River Highway

Section Airport Road-Irrigon Junction

Kind of Work Grading, Paving, & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

It is recommended that completion time be extended from July 1, 1965 to August 13, 1965, xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx due to the Oregon State Highway Department's use of the contractor's equipment for emergency flood restoration work from December 23, 1964 to January 26, 1965, and due to an overrun in 3/4"-0 crushed material of approximately [illegible] tons which will require 13 calendar days to perform.

Recommended for Approval:

H S Coulter
Deputy Division Engineer

[illegible]
Construction Engineer or Bridge Engineer

W Klahn
Assistant State Highway Engineer

Contract No.	6360
Project designation	I-[illegible]-(10)157 State-Federal
Date awarded	Feb. 11, 1964
Work started	Feb. 10, 1964 [illegible] Aug. [illegible], 19[illegible]
Per cent completed	99.8 Feb. 25, 1965
Specified Compl. Date:	July 1, 1965
XXXXXXXXXXXXXXXXXXXX No. of Workdays Allowed	
XXXXXXXXXXXXXXXX No. of Workdays Used	
Requested Ext. of Compl. date to	Aug. 5, 1965
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX No. of Added Workdays Requested	[illegible]

State Printing 27839

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OCT 17 1966
FOR FILING

[illegible] 10-65 SP*23401-734

I-[illegible]-5(10)157

6508

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1966

Porter

SUBJECT: Contract Time Extensions

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

With the recent partial approval from the Bureau of Public Roads for some time extension on Airport Road-Irrigon Junction, Contract No. 6388, some determination has now been made on all eight of the projects on our July, 1965 list "Requests for Completion Time Extensions -- Interstate Projects with Restrictive Specifications."

The Bureau of Public Roads ultimately concurred in our recommendations on 4 of them; declined on 2 (N. Unit, Minnesota grading - Kiewit, and S. Unit Minnesota paving - Pacific Concrete and Otis Jordan); concurred in part on one (Airport Road-Irrigon Junction) and we are awaiting a reply to our second request on Elkhead Road-Rice Hill (Landscaping) which was approved by the Highway Commission on a non-participating basis.

There will be further discussion on Siskiyou Summit-California Line with Heintz-Kizer who seek additional extension for all the penalty time as part of a claim.

We know of two additional Interstate projects that have been completed since the original list was compiled which are under the restrictive specification and on which we expect time extension requests. These are:

#6501	Siskiyou Station-California Line Pave, Structures Specified 10-1-65 Complete 7-28-66	Kiewit
#6451	Roberts Mtn.-Myrtle Creek Grade, Pave Specified 10-31-65 Complete 8-4-66	Houck

NOTED
R. L. PORTER
F. B. KLABOE

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:fp

RECEIVED
OCT 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1_ 1966

FOR FILING
I 80N-5( )157
6211

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 4, 1966

In reply refer to: 08-35-DA

R. W. Parsons

FROM : R. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(10)157
Airport Road-Irrigon Junction Section
Columbia River Highway
Request for Time Extension

686

Concurrence in this time extension has previously been denied; however, in reviewing the additional documentation you have submitted on May 3, 1966, we concur that a time extension of 35 days due to the use of the contractor's equipment and personnel on flood repair work is justified.

We must reiterate, however, that we cannot concur in a time extension because of the overrun in 3/4" - 0 base rock. Although there was a large percent overrun of the item, the overrun when compared with the entire contract is not exceptional.

orig to [illegible] file

CC Young
Mason
10-6-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Airport Rd. - Irrigon Jct. Section
Columbia River Highway

Contract 6388 Project I-80N-5(10)157

STATE PRINTING

Week Ending	Equipment Working on Project						Men	Cu. Yd. Exc.	Weather
10/23/64	Dozer - 8, H2O Tr. - 3,	Scraper-10, Loader - 1,	Blade - 2, Trucks - 1	Dragline - 1 Compactor &	Tamper		42	35,000	Fair 5 Cloudy Precip.
10/30	" 9 " 3	" 10 " 1	" 2 " 1	"	"		43	50,000	" 2 2 1
11/6	" 9 " 3	" 10 " 1	" 3 " 1	Boom Truck, "	Traxcavator "		45	35,500	" 2 2 1
11/13	" 9 " 3	" 10 " 1	" 3 " 1	" "	" "	Rubber Roller	48	24,000	" 2 3
11/20	" [illegible] " 2	" 10 " 1	" 3	" "	"	"	57	30,000	" 1 4
[illegible]	Dozer - 8, H2O Tr. - 1	Scraper-10, Loader-2,	Blade - 2 Rubber Roller	Steel Roller-2 Truck - 9	Compactor & Tamper		55	18,000	" 4 1
[illegible]	" 8 " 2	" 10 " 1	" 2 " 1	" 2 " 5	" "	Backhoe	56	30,000	" 2 1 2
[illegible]	" 8 " 2	" 8 " 1	" 2 " 1	" 2 " 5	" "		57	30,000	" 4 1
[illegible]	" 8 " 2	" 6 " 1	" 3 " 1	" 2 " 4			60	8,000	" 4 1
				12-23-64					
12/25							5	0	" [illegible]
1/1							5	0	" 3 2
1/8			Blade - 1	Flood Emergency Work			6	0	" 1 3 1
1/15				At Other Locations			6	0	" 5
1/22		Scraper - 1,	Blade - 2				8	1,000	" 2 3
				1-26-65					
1/29		" - 3, Loader - 1,	" - 2 Roller - 1				10	0	" 4 1
2/5	Dozer - 6,	Scraper - 6,	Blade - 3, Roller - 3	Trucks - 6			45	2,000	" 2 3
[illegible]	" 6 H2O Truck-1	" 6	" 3 " 3	" 6			55	10,000	" 5
[illegible]	" 6	" 6	" 3 " 3	" 10			60	2,000	" 3 2
[illegible]/26	Dozer - 7, H2O Trucks-3,	Scraper - 6,	Blade - 3, Rollers - 3,	Trucks - 6 Crusher - 2			73	23,000	" 4 1
3/5	" 7 " 3,	" 8 Loader - 2	" 3 " 4	" 9 " 1			65	4,000	" 5
3/12	" 7 " 3	" 8 " 2	" 3 " 4	" 9 " 2			65	4,000	" 3 2
3/[illegible]	" 7 " [illegible]	" 8 " 2	" 3 " 4	" 9 " 2	Screen Plant		70	15,000	" 3 2
3/[illegible]	" 6 " 2	" 6 " 2	" 3 " 3	" 9 " 2	" "		75	20,000	" 4 1

Form [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

Airport Rd. - Irrigon Jct. Section
Columbia River Highway
Contract 6388
Project I-80N-5(10)157

STATE PRINTING

Week Ending	Equipment Working on Project						Men	Cu. Yd. Exc.	Weather
[illegible]3/64	Dozer - 8, H2O Tr. - 3,	Scraper-10, Loader - 1,	Blade - 2, Trucks - 1,	Dragline - 1 Compactor & Tamper			42	35,000	Fair 5 Cloudy Precip.
[illegible]	" 9 " 3	" 10 " 1	" 2 " 1	 "	 "		43	50,000	" 2 2 1
[illegible]/6	" 9 " 3	" 10 " 1	" 3 " 1	Boom Truck, "	Traxcavator "		45	35,500	" 2 2 1
11/13	" 9 " 3	" 10 " 1	" 3 " 1	" "	" "	Rubber Roller	48	24,000	" 2 3
11/20	" " 2	" 10 " 1	" 3	" "	 "	"	57	30,000	" 1 4
[illegible]	Dozer - 8, H2O Tr. - 1	Scraper-10, Loader-2,	Blade - 2 Rubber Roller	Steel Roller 2 Truck - 9	Compactor & Tamper		55	18,000	" 4 1
[illegible]	" 8 " 2	" 10 " 1	" 2 " 1	" 2 " 5	" "	Backhoe	56	30,000	" 2 1 2
[illegible]	" 8 " 2	" 8 " 1	" 2 " 1	" 2 " 5	" "		57	30,000	" 4 1
[illegible]	" 8 " 2	" 6 " 1	" 3 " 1	" 2 " 4			60	8,000	" 4 1
				12-23-64					
12/25							5	0	" [illegible] 3
1/1							5	0	" 3 2
1/[illegible]			Blade - 1	Flood Emergency Work			6	0	" 1 3 1
1/15				At Other Locations			6	0	" 5
1/[illegible]		Scraper - 1, " - 3,	Blade - 2 " - 2				8	1,000	" 2 3
				1-26-65					
1/29		Loader - 1,	Roller - 1				10	0	" 4 1
2/5	Dozer - 6,	Scraper - 6,	Blade - 3, Roller - 3	Trucks - 6			45	2,000	" 2 3
[illegible]	" 6 H2O Truck - 1	" 6	" 3 " 3	" 6			55	10,000	" 5
[illegible]	" 6	" 6	" 3 " 3	" 10			60	2,000	" 3 2
[illegible]/26	Dozer - 7, H2O Trucks - 3,	Scraper - 6,	Blade - 3, Rollers - 3,	Trucks - 6 Crusher - 2			73	23,000	" 4 1
3/5	" 7 " 3,	" 8 Loader - 2	" 3 " 4	" 9 " 1			65	4,000	" 5
3/12	" 7 " 3	" 8 " 2	" 3 " 4	" 9 " 2			65	4,000	" 3 2
3/[illegible]	" 7 " 3	" 8 " 2	" 3 " 4	" 9 " 2	Screen Plant		70	15,000	" 3 2
3/[illegible]	" 6 " 2	" 6 " 2	" 3 " 3	" 9 " 2	"	"	75	20,000	" 4 1

RECEIVED
MAY 4 - 1966

FOR FILING

May 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Airport Road-Irrigon Junction
Columbia River Highway
Project No. I-80N-5(10)157

Dear Sir:

On June 3, 1965, July 6, 1965, and January 5, 1966, we requested your concurrence in an extension of time on the subject project. Reasons for the request were delays caused by the Highway Department's use of the contractor's equipment and personnel on emergency flood repair work and an overrun in 3/4"-0 top course base material. Your previous replies denied concurrence in our recommendation for a new completion date of August 15, 1965.

Attached is a chart showing week by week the type and number of pieces of equipment which the contractor was using, the number of men employed by the contractor, the excavation yardage moved, and the weather. This chart covers the period from two months prior to the 1964 flood to two months after the contractor's equipment and personnel had ceased working on flood repair work. It clearly indicates that the contractor was in full operation prior to the flood and as soon as his equipment was released by the Deparment he immediately resumed full production. We believe this chart emphasizes the fact that the contractor is entitled to a one month extension because of the Department's use of his equipment in this flood emergency. At the time of this interruption the grading on this project was 66 percent complete.

Contract planned quantity for Bid Item No. 60, 3/4"-0 material in base, was 23,600 tons. The final quantity was 50,522.06 tons. This overrun of nearly 27,000 tons amounts to a 114 percent increase. We believe that this is an exceptional increase.

Mr. A. W. Pas on
Page two
May 3, 1966

As you are aware, this contract is partially financed by the Corps of Engineers and the matter of this time extension has been discussed with them. We have received their concurrence in this request and I quote in part their answer to our letter concerning the matter. "This matter of time extensions of State contracts for causes other than a labor strike has been the subject of previous court decisions which have upheld contractors' claims for additional time, it was determined appropriate to grant additional time if the individual case warranted."

We now ask you to reconsider an extension for the reasons cited above and request your concurrence in a new completion date of August 15, 1965. This project was actually completed on August 23, 1965, and six penalty days will remain in effect.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nh srb

Form 249x-

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF . . .. SHEETS

Airport Rd. - Irrigon Jct. Section
Columbia River Highway

Contract 6388 Project I-80N-5(10)157

STATE PRINTING

Week Ending	Equipment Working on Project						Men	Cu. Yd. Exc.	Weather
10/23/64	Dozer - 8, H2O Tr. - 3,	Scraper-10, Loader - 1,	Blade - 2, Trucks - 1,	Dragline - 1 Compactor &	 Tamper		42	35,000	Fair 5 Cloudy Precip.
10/30	" 9 " 3	" 10 " 1	" 2 " 1	 "	 "		43	50,000	" 2 2 1
11/6	" 9 " 3	" 10 " 1	" 3 " 1	Boom Truck, "	Trexcavator "		45	35,500	" 2 2 1
11/13	" 9 " 3	" 10 " 1	" 3 " 1	" "	" "	Rubber Roller	48	24,000	" 2 3
11/20	" 8 " 2	" 10 " 1	" 3	" "	 "	"	57	30,000	" 1 4
11/27	Dozer - 8, H2O Tr. - 1	Scraper-10, Loader-2,	Blade - 2 Rubber Roller	Steel Roller-2 Truck - 9	Compactor & Tamper		55	18,000	" 4 1
12/4	" 8 " 2	" 10 " 1	" 2 " 1	" 2 " 5	" "	Backhoe	56	30,000	" 2 1 2
12/11	" 8 " 2	" 8 " 1	" 2 " 1	" 2 " 5	" "		57	30,000	" 4 1
12/18	" 8 " 2	" 6 " 1	" 3 " 1	" 2 " 4			60	8,000	" 4 1
					12-23-64				
12/25							5	0	" 2 3
1/1							5	0	" 3 2
1/8			Blade - 1	Flood Emergency Work			6	0	" 1 3 1
1/15				At Other Locations			6	0	" 5
1/22		Scraper - 1,	Blade - 2				8	1,000	" 2 3
					1-26-65				
1/29		" - 3, Loader - 1,	" - 2 Roller - 1				10	0	" 4 1
2/5	Dozer - 6,	Scraper - 6,	Blade - 3, Roller - 3	Trucks - 6			45	2,000	" 2 3
2/12	" 6 H2O Truck-1,	" 6	" 3 " 3	" 6			55	10,000	" 5
2/19	" 6	" 6	" 3 " 3	" 10			60	2,000	" 3 2
[illegible]	Dozer - 7, H2O Trucks-3,	Scraper - 6,	Blade - 3, Rollers - 3,	Trucks - 6 Crusher - 2			73	23,000	" 4 1
3/5	" 7 " 3,	" 8 Loader - 2	" 3 " 4	" 9 " 1			65	4,000	" 5
3/12	" 7 " 3	" 8 " 2	" 3 " 4	" 9 " 2			65	4,000	" 3 2
3/19	" 7 " 3	" 8 " 2	" 3 " 4	" 9 " 2	Screen Plant		70	15,000	" 3 2
3/26	" 6 " 2	" 6 " 2	" 3 " 3	" 9 " 2	" "		75	20,000	" 4 1

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Assignment FBK 686
Time Extension
Airport Rd.-Irrigon Jct.
Contract No. 6388

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

We have re-examined the project records from the standpoint of the contractor's productivity immediately before and after the December 1964 flood emergency. The pieces of equipment used, number of men employed, weekly excavation quantities and prevailing weather have been tabulated. General excavation had averaged 23,000 cubic yards per week for the 5 weeks prior to December 25. This tabulation makes a pretty convincing argument that a good rate of production was interupted.

A rough draft letter to re-submit this to the Bureau of Public Roads is attached and your file is returned. The draft letter to the Highway Commission and the form have also been revised to reflect the actual project completion date.

F. D. Morgan
Construction Engineer

By

John A. Bond

John A. Bond
Staff Assistant

JAB:nh

Attachments

cc: L. H. Young

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1966

Form CD-121
(11-63)
(Pres. by
A.O. 201-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5
(10)157
1255

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
R. H. Tokerud
Acting Division Engineer

SUBJECT: Oregon Project I-80N-5(10)157
Airport Road - Irrigon Junction Section
Time Extension

Reference is made to Mr. F. B. Klaboe's letter of January 5, 1966 concerning a time extension request on the subject project.

As per your request we have again reviewed the contractors request for a time extension. Due to the terminology of your contract we cannot concur in a time extension for the reasons given. For our records, in accordance with the contract terms, a penalty payment will be assessed for the period after July 1, 1965 which was required to complete the contract work.

orig to Bond
w/ file
4-26-66

RECEIVED
APR 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

copies to
Young
Maison
Morgan
Parsons
4-26-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1966

SUBJECT: Extension of Time
Airport Road - Irrigon Junction
Columbia River Highway
Contract No. 6388

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Reference is made to Mr. Decker's April 6, 1965 letter concerning the subject time extension and also to the later request dated January 5, 1966 to the Bureau of Public Roads concerning their reconsideration of this matter.

This project is financed in part by the Corps of Engineers amounting to some 31% of the total cost and therefore we need to secure the Corps of Engineers approval of this time extension. The Corps of Engineers participation is limited to certain specific areas on the contract; however, the reasons for granting a time extension affect the project as a whole and they are therefore involved.

Attached is a rough draft of a letter to the Corps of Engineers requesting their concurrence.

F. D. Morgan
Construction Engineer

By John A. Bond

J. A. Bond
Staff Assistant

DES:nh

Attachment

cc: L. H. Young
D. R. Trout

[illegible]
2
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1965

SUBJECT: Extension of Time
Airport Road-Irrigon Junction Section
Columbia River Highway
Contract No. 6388

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Rogers Construction Company, contractor on the subject project, for an extension of the specified completion date from July 1, 1965 to August 1, 1965 without the assessment of liquidated damages. The contractor's reasons for requesting this extension are based on the delay caused by the Highway Department's use of his equipment and personnel on emergency flood repair work from December 23, 1964 to January 26, 1965.

The Highway Department utilized the contractor's dozers, which effectively stopped his grading operations, and his front end loader, which stopped his surfacing work. The emergency flood restoration work, therefore, justifies an extension of one month.

In addition to the above listed reason for an extension, an overrun in the quantity of 3/4"-0 top course base will occur amounting to approxima tely 25,000 tons. This overrun was caused by an omission in surfacing calculations. The time required to accomplish this additional work, based on the contractor's rate of production on other projects averaging 2500 tons per day, is estimated to be 15 calendar days. By considering these 15 days at this time we will eliminate a second request at a later date.

This has been discussed with the Bureau of Public Roads' Area Engineer who concurs in our recommendation for an extension based on the anticipated overrun of 3/4"-0 material. He did not agree with our proposed extension based on the delay caused by the Department's use of the contractor's equipment for emergency flood restoration work. We believe this to be a valid reason for extension.

We recommend that the specified completion date be extended to August 15, 1965.

The estimated completion date for this project is August 15, 1965.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young
A. F. Parson

RECEIVED
APR 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1966

FOR FILING
I-80N-5(10)15
6388

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION 11-22-66

Construction Division Federal-aid Contracts

Agenda No. 31	Contract No.	Section	Extension Granted Penalty Days	Extension Granted Amount	B.P.R. Participation
1	6691	Boardman Safety Rest Area	17(1)	$1,700	All
2	6388	Airport Road-Irrigon Junction	35	$14,700	All
3	6514	Big Eddy-Celilo	9*	$3,780	All
5	6795	Morrow Co. Line-Stanfield Jct. (early unit)	33*	$3,300	All
7	6585	Smith Bridge-Yellow Creek	67(2)*	$10,050	All

(1) Plus stop work ordered June 30, 1966 to August 27, 1966

(2) Plus stop work ordered November 1, 1965 to May 31, 1966

* Extension covers all time to actual completion, leaving no penalty.

cc: F.B. Klaboe
L.H. Young
C.H. Maison
J.A. Bond

JAB:sg

RECEIVED
NOV 2 - 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1966
FOR FILING

NPWCO-CA

23 June 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project, Approval of
Miscellaneous Changes Issued under
State Contract No. 6388

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of 23 September 1965, wherein you submitted for my approval Price Agreements Nos. 1 and 3 through 11, Extra Work Orders Nos. 1 through 7, and State Force Orders Nos. 1 through 8, issued pursuant to State Contract No. 6388 for construction of Airport Road-Irrigon Junction Section of Highway 180N.

Returned approved is one copy each of the changes with the following comments:

a. Price Agreement No. 1, Repair Siphon Inlet - This work was required since weeds and trash plugged the inlet and caused an overflow and washout. The required work is in the area of Corps' responsibility and therefore, the repair cost of $1,452.15 is considered a Government obligation.

b. Price Agreement No. 3, Construct Type II Fence - This work was accomplished entirely within an area of State responsibility and therefore, the cost is considered a State obligation.

c. Price Agreements Nos. 4, 5 and 6, Metered Sprinkling Water, Change Blanket Material Source, and Metered Sprinkling Water, respectively - These three agreements were made at no change in contract price.

d. Price Agreement No. 7, Contract Items; Delete and Reduce - This work is in an area of Corps' responsibility and the credit received is applicable to the Government obligation under this contract. Subsequently, this work was included under Contract No. 6071 at Corps' expense. Therefore, the Corps' obligation under this contract should be reduced $22,942.00

e. Price Agreement No. 8, Construct Detour Road, and Price Agreement No. 9, Construct Median Drain Boxes - This work is in an area of State construction responsibility and the attendant cost is a State obligation.

f. Price Agreement No. 10, Contract Items; Delete and Reduce - This change deletes the items of landscaping remaining after implementation of Price Agreement No. 7. This work is in areas of State responsibility and the resultant credit should be applied to the State's obligation.

g. Price Agreement No. 11, Install 18-inch Conduit Pipe - This is another item within an area of State responsibility and the cost therefor is a State obligation.

h. Extra Work Order No. 1, Flagging - This order covers an anticipated item included in the original estimates and bid approval letter. Therefore, it will not affect the obligations of either the State or the Government.

i. Extra Work Order No. 2, Shape Interchange Site - This work is in an area of State responsibility. Information received from your Resident Engineer indicates that no work was accomplished under this work order.

j. Extra Work Order No. 3, Construct Concrete Curb - This work order provides a pay item for work in an area of State cost responsibility.

k. Extra Work Order No. 4, Reinstall 36-inch CMP - A total of 132 feet of CMP was installed in an area of State responsibility, while the remaining 228 feet of culvert are located in an area of Corps' responsibility. Therefore, 63.3 percent of the total cost, or $1,310.31 is a Government obligation.

l. Extra Work Order No. 5, Repair Slope Washes - This item is for cost of repair caused by heavy rains and flood over a widespread area. The Government's responsibility has been determined to be 32.2 percent of the total cost based on the total length of single lane construction responsibility in the area under consideration. Therefore, the Corps' obligation is increased by $185.15. This split of cost responsibility was discussed with and has the concurrence of your Resident Engineer.

m. Extra Work Order No. 6, Install Electrical Conduit - This work is considered to be a betterment and the cost therefor must be borne by the State.

n. Extra Work Order No. 7, Traffic Control Work - Information received from the State Resident Engineer indicates that this additional flagging was all done within areas of State construction responsibility and the resultant costs are a State obligation.

o. State Force Order No. 1, Reimburse Pacific Northwest Bell Telephone Company - This is an anticipated item of cost which was originally classified as a State obligation.

p. State Force Order No. 2, Reimburse Eastern Oregon Telephone Company - This work was accomplished in an area of equal responsibility; i.e., the line passes over two lanes, one of which is the Corps' responsibility. Therefore, 50 percent of the cost, or $381.00, is properly a Government obligation.

q. State Force Order No. 3, Reimburse Umatilla Electric Cooperative - Change No. 1 under this order was performed outside an area of Corps' responsibility and is therefore a State obligation, while Change No. 2 occurred within an area of total Corps' responsibility. Thus, the $292.91 charge for Change No. 2 is a Corps' obligation.

r. State Force Order No. 4, Reimburse Umatilla Electric Cooperative - This work was accomplished in an area of State responsibility.

s. State Force Order No. 5, Construct Painted Cattle Guards, State Force Order No. 6, Install Painted Traffic Markers, State Force Order No. 7, Remove Crossovers and Detours, and State Force Order No. 8, Furnish Traffic Signs - All this work was accomplished in areas of State responsibility and the costs must be borne by the State.

In summation, as a result of the changes to this contract, the Government obligation of $661,474.16, as reflected on your Invoice No. 66030, will be increased in the net amount of $3,621.52 for a total of $665,095.68. Your concurrence in this matter will be appreciated in order that proper adjustment to the accounts may be effected.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

26 Incls
  1-11 PA 1-11
  12-18 EWO 1-7
  19-26 SFO 1-8

RECEIVED
APR 11 1966
FOR FILING

6388

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

KLABOE

NPWCO-CA

5 April 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Extension of Time
under State Contract 6388 for Airport
Road-Irrigon Junction Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

REFERRED TO
BPR - Bond - Young - [illegible]
By Asst. State Hwy. Engr.
file
4-11-66

Dear Mr. Cooper:

Reference is made to your letter of 30 March 1966 to this office requesting my approval to your recommendation that the completion date for State Contract No. 6388 with Rogers Construction Company be extended to 15 August 1965.

This matter of time extensions of State contracts for causes other than a labor strike has been the subject of previous discussion between our respective Legal Counsels. Based on previous court decisions which have upheld contractors' claims for additional time, it was determined appropriate to grant additional time if the individual case warrants.

Therefore, based upon the information presented in your referenced letter and in accordance with Article 1c of our agreement contract, I concur that an extension of time for the completion of this construction contract is justified to and including 15 August 1965.

Sincerely yours,

Frank D. McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
APR 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 8 - 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 30 1966

FOR FILING

[illegible]

[illegible]

March 30, 1966

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Request for Time Extension
Airport Road-Irrigon
Junction, Contract No. 6388
Oregon Project No. I-80N-5
(10)157, Columbia River Highway

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date from July 1, 1965, to August 1, 1965.

The contractor cites a delay caused by the Highway Department's use of his equipment and personnel on emergency flood repair work from December 23, 1964, to January 26, 1965.

The Oregon State Highway Department utilized the contractor's dozers and front end loader which effectively stopped his grading and surfacing operations. This flood restoration work justifies extension of one month.

In addition to the above listed reason for an extension, an overrun in the quantity of 3/4"-0 top course base will occur amounting to approximately 25,000 tons. This overrun was caused by an omission in surfacing calculations. The time required to accomplish this additional work, based on the contractor's rate of production on other projects averaging 2,500 tons per day, is estimated to be 15 calendar days.

These reasons amount to one month and 15 days. Extending this time from the original completion date would justify a new completion date of August 15, 1965. The actual completion date was August 23, 1965.

It is our recommendation that the completion date for this project be extended from July 1, 1965, to August 15, 1965. May we have your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nh srb

RECEIVED
MAR 2 - 1966
FOR FILING

[illegible]

[illegible]

March 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-80N-5(10)157

Dear Sir:

Your August 31, 1965 endorsement noted that contract work on Contract No. 6388, Airport Road-Irrigon Junction Section in Morrow County, Federal-Aid Project No. I-80N-5(10)157, was satisfactory. The State Highway Commission authorized acceptance of the contract as of January 20, 1966.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order by State Forces, or others, completed 8-23-65.

Contractor's wage certification is dated 11-10-65.

Attachments are as follows

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,
Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:mb
Att.
cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
JAN 21 1966
OR FILING

I-80N-5(10)157

6388

January 20, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 23, 1965, on Contract No. 6388. The contract was with Rogers Construction Company and was for grading, paving and structures on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

RECEIVED
JAN 13 1966

FOR FILING

I-80N-5(10)15

6388

NPWCO-CA

10 January 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Airport Road-Irrigon
Junction Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 18 November 1965 to this office informing me that all the construction deficiencies on State Contract No. 6388, Airport Road-Irrigon Junction Section, had been corrected on 9 November 1965.

Based on the above information, I hereby concur in the acceptance of this contract as completed.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

orig to
Young
1-13-66

RECEIVED
JAN 6 - 1966

FOR FILING

I-80N-5(10)157

6341

1

January 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Airport Road-Irrigon Junction Section, Columbia
River Highway, Project
I-80N-5(10)157

Dear Sir:

On July 6, 1965, we requested your concurrence in an extension of time on the subject project. Reasons for the request were delays caused by the Highway Department's use of the contractor's equipment and personnel on flood repair work and an overrun in 3/4"-0 top course base material. Your previous reply denied concurrence in our recommendation for a new completion date of August 15, 1965.

We now ask you to reconsider an extension for the reasons cited above and request your concurrence in a new completion date of August 15, 1965. The circumstances pertaining to this matter are similar to those on other projects in which you have recently concurred in a time extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nh srb

RECEIVED
NOV 19 1965

FOR FILING
I-84-5(1)

6388

November 18, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103, John Day Lock and Dam Project, Airport Road-Irrigon Junction Section

Dear Sir:

In regards to your letter of September 14, 1965, on State Contract No. 6388, Airport Road-Irrigon Junction Section, word has been received from our field representative that the deficiencies that were outlined in your letter have been corrected. This work was completed on November 9, 1965.

Traffic was diverted to the new alignment on September 10, 1965. The area of Government responsibility for deferred construction is from Station 1413+50 to Station 1461.

Your concurrence in acceptance of State Contract No. 6388 as being complete is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. F. Parson
J. S. Sawyer

DEK:bjm

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

KLABOE

~~10-8~~ ~~10-29~~ 11-17

NPWCO-CA

14 September 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam Project -
Completion of State Contract No. 6388

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to your letter of 27 August 1965 advising that work under State Contract No. 6388, Airport Road-Irrigon Junction Section, was completed on 23 August 1965 and requesting my concurrence in acceptance thereof.

A final inspection of this work on 8 September 1965 revealed the following deficiencies which, according to Mr. Johnson, your Project Engineer, would be remedied following diversion of traffic:

a. Intersecting roads such as Faler Road, Olsen Road, and Paul Smith Road not barricaded.

b. Cross-overs and detour connections not removed.

c. An area north of the detour from Highway Stations 1290 to 1300, adjacent to the relocated Union Pacific Railroad, required stabilization.

Immediately upon receipt of your notification that these deficiencies have been corrected, this office will consider the contract work accepted.

It is understood that traffic was diverted to the relocated alignment on 10 September 1965 and it is considered that the five-year

Morgan handling 9-20-65
[illegible]

deferred construction period will commence on that date in accordance with Article 8 of our agreement contract. Sheet JDR-1-0-4/5 of Exhibit B indicates that Government responsibility for such deferred construction is from Station 1413+50 to Station 1461+00.

Sincerely yours,

Frank D McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
SEP 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1965
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Airport Road Irrigon Jct.
WEEK ENDING: Sept. 24, 1965
SECTION PREFIX: 625-1039
HIGHWAY: Columbia River
COUNTY: Morrow
NAME OF JOB: Airport Road-Irrigon Jct.
KIND OF WORK: Grading, Paving & Structures
CONTRACTOR: Rogers Construction Co.
CONTRACT NUMBER: 6388
FEDERAL AID PROJECT NUMBER: I-80N-5(10)157
DATE OF CONTRACT: Feb. 11, 1964
DATE WORK STARTED: Feb. 10, 1964
ESTIMATED COMPLETION DATE: Completed
SPECIFIED WORK DAYS: NA
WORK DAYS USED: NA
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN 0 SUPERVISION 0
SPECIFIED CALENDAR DAYS: 505
CALENDAR DAYS USED: 559
SPECIFIED COMPLETION DATE: July 1, 1965
PERCENT OF TIME ELAPSED: 111
PROJECT AUTHORIZATION: $2,409,135.97
EXCLUSIVE OF ENGINEERING: $2,210,001.17
ENGINEERING AUTHORIZATION: $199,134.20
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,097,377.26
ENGINEERING COST TO DATE: $206,220.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~Xxxxxx~~ UNDERRUN: 5.3 %
PERCENT OF AUTHORIZATION: 104 %
DATE PROJECT WAS COMPLETED: Aug. 23, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND ~~XXXXXXX~~	MAT'L. PROD	
100	100	100	100	100	100	100 Paving

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	10.2	10.53		1.48	904
MILES PARTIALLY COMPLETED					
MILES COMPLETED	10.2	10.53		1.48	9.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,535,000	488,000		1,049 C.Y.	95,300 Tons
TOTAL QUANTITIES CORRECTED TO DATE	1,488,300	* 598,200	* 1½-0 Bl.	1,040 C.Y.	81,431 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,488,300	598,200	base incl.	1,040 C.Y.	81,431 Tons
AVERAGE DAILY QUANTITIES	0	0	in surfascing	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		~~100x~~	9304					
PERCENT	~~930x~~		100					

NOTED
F. B. KLABOE

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Complete
MONDAY	Fair	N.A		
TUESDAY	Fair	N.A.		
WEDNESDAY	Fair	N.A.		
THURSDAY	Fair	N.A.		
FRIDAY	Fair	N.A.		BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Worked on Semi-final e stimate
TUESDAY	Completed semi-final estimate.
WEDNESDAY	Crew took vehicles to La Grande.
THURSDAY	Crew took vehicles to La Grande.
FRIDAY	All the crew off on exchange time or vacation.
SATURDAY	

REMARKS

Liquidated damages. Not completing Project on time 37 days $15,540.00
Semi-final completed Tue. Sept 21, 1965
This is final weekly Report for Project.

L. C. Johnson Res. Eng'r.

SIGNED L. C. Johnson LOCATION 2050 North First St.
Hermiston, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
SEP 24 1965
FOR [illegible]
I-80N-[illegible] 157

September 23, 1965

Frank D. McIlwee
Colonel, Corps of Engineers
U.S. Army Engineer District
Bldg. 602, City-County Airport
Walla Walla, Washington

Re: Contract No. 6388
Airport Road-Irrigon Jct. Sec.

Dear Sir:

Attached herewith and listed below, are copies of change orders pertaining to the above-mentioned contract:

Order No.	Description
PA #1	Repair Siphon Inlet
#2	Void
#3	Construct Type II Fence
#4	Metered Sprinkling Water
#5	Change Blanket Material Source
#6	Metered Sprinkling Water
#7	Contract Items; Delete and Reduce
#8	Construct Detour Road
#9	Construct Median Drain Boxes
#10	Contract Items; Delete and Reduce
#11	Install 18" Conduit Pipe
EWO #1	Flagging
#2	Shape Intchg. Site
#3	Construct Conc. Curb
#4	Reinstall 36 C.M.P.
#5	Repair Slope Washes
#6	Install Elect. Conduit
#7	Traffic Control Work
SPO #1	Pac. N.W. Bell
#2	East. Ore. Telephone
#3	Umatilla Elect. Coop.
#4	Umatilla Elect. Coop.
#5	Paint Cattle Guards
#6	Paint Traffic Markers

Order No.	Description
SPO #7	Remove Detours
#8	Install Signs

Your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:mb
Att. (26)
cc: C. H. Maison
F. D. Morgan

RECEIVED
SEP 20 1965
FOR FILING

[illegible]

[illegible] NPWCO-CA

14 September 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam Project -
Completion of State Contract No. 6388

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to your letter of 27 August 1965 advising that work under State Contract No. 6388, Airport Road-Irrigon Junction Section, was completed on 23 August 1965 and requesting my concurrence in acceptance thereof.

A final inspection of this work on 8 September 1965 revealed the following deficiencies which, according to Mr. Johnson, your Project Engineer, would be remedied following diversion of traffic:

a. Intersecting roads such as Faler Road, Olsen Road, and Paul Smith Road not barricaded.

b. Cross-overs and detour connections not removed.

c. An area north of the detour from Highway Stations 1290 to 1300, adjacent to the relocated Union Pacific Railroad, required stabilization.

Immediately upon receipt of your notification that these deficiencies have been corrected, this office will consider the contract work accepted.

It is understood that traffic was diverted to the relocated alignment on 10 September 1965 and it is considered that the five-year

[illegible] handling 9-20-65

deferred construction period will commence on that date in accordance with Article 8 of our agreement contract. Sheet JDR-1-0-4/5 of Exhibit B indicates that Government responsibility for such deferred construction is from Station 1413+50 to Station 1461+00.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
SEP 20 1965

FOR FILING

I-80N-5(10)[illegible]

6386

F. B. Klaboe

CON LAG 123 9--10-65 133P

MORGAN

AIRPORT ROAD-IRRIGON JCT SECTION, COLUMBIA RIVER HIGHWAY WAS OPENED THIS DATE AT 12 O'CLOCK NOON.

COULTER
DJ
8,.

NOTED
L. PORTER

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

NOTED
FORREST COOPER

REFERRED TO Cooper - Porter - Edw - Shaw - Wolfe -
By Asst. State Hwy. Engr.

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(10)
157
6388

DATE: September 9, 1965

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

AWP

SUBJECT: State Force Order No. 7
Airport-Irrigon Jct., Columbia River Highway
Project I-80N-5(10)157
Removal of cross-overs and detours

State Force Order No. 7 is returned without approval. Denial is made for the reason these cross-overs should have been removed by the contractor. Our acceptance of the project is being withheld until such time as the above mentioned work has been accomplished, plus elimination of the slip ramp, westbound, to the old U.S. 30 roadway, approximately Station 1515.

REFERRED TO
Young
By Asst. State Hwy. Engr.

Morgan is submitting request to leave slip ramps in.

OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A 105 5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name Airport Road-Irrigon Jct. Date July 13, 1962

Highway Columbia River Contract No. 6388 F. A. Project No. I-80-5(10) 157

County Morrow Prefix 625-1039 Account No. 279-07

Description of Work To Be Done:

Remove crossovers and detours

Location by Station Numbers:

1102, 1283-1325, 1503, 240, 1370 (Fahler Road), and 1448+50 (Olsen Road)

Estimate of Quantities and Costs:

Equipment Rental	$1,500.00
Labor	3,000.00
Total	$4,500.00

Explanation:

Contractor will have completed project and will be gone before detours and crossovers can be eliminated.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,237,824.69
Present estimate of project cost, including $4,500.00 for work under this order	$2,409,135.97
Expected ~~under-run~~ over-run (amount)	$171,311.28
Expected ~~under-run~~ over-run (per cent)	7.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved: /s/ L. [illegible] Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 25, 1965

Mr. [illegible] Parsons
Division Engineer
Bureau of Public Roads
[illegible] Cottage St., N. E.
Salem, Oregon

Dear Sir:

Transmitted for your consideration and approval are copies of Order for State Forces Work No. 7, covering the removing of cross-overs and detours on the Airport [illegible] Junction Section of the Columbia River Highway in Morrow County, Contract No. [illegible] in connection with Federal-Aid Project No. I-[illegible]-5(10)1 7.

These cross-overs and detours will be in use until September 10, 1965. The contractor will have the pavement completed before that time and will be relieved of further work. It will be necessary to do this work with State forces.

The State has the equipment, personnel and materials available and can do the work more economically and expeditiously than by separate contract.

Approval by the [illegible] was [illegible] by the District and Area Engineers August 20, 1965.

The estimated cost of the work is $4,500.00 with Federal participation of $4,000.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. B. Young
Office Engineer

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SEP 3 - 1965

FOR FILING

I 80N-(1A)15
6344

Salem, Oregon
September 2, 1965

Increase in Project Authorization

L. C. Johnson
Resident Highway Engineer
2050 N. First
Hermiston, Oregon 97838

This is to advise you that at its meeting of August 23, 1965 the Highway Commission approved an increase of $171,311.28 in project authorization on Contract No. 63[illegible]8, Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

The new authorization for construction is $2,409,135.97. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

cc: A. F. Parson

NKG:cd

STATE COPY

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DEC 2 7 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

I-80N 5(10)157

6388

August 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 23, 1965, on Contract No. 6388, Airport Road - Irrigon Jct. Section, in Morrow County, in connection with Federal-Aid Project No. I-80N-5(10)157.

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: August 31, 1965

Conditions noted on above date:

None

RAN

A. W. Parsons
Division Engineer

By: G. R. Brooks, District Engineer

copies to
Young
Morgan
12-27-65

- Mr Query

FORM E-123X DOM 2-65
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 12 1965
FOR FILING

6388

August 12, 1965

West Extension Irrigation District

Irrigon, Oregon

Attention: Mr. Chester Collins
Secretary - Manager

Re: Payment to District
Agreement Of January 30, 1964
Misc. C & A 2682
Your Letter of 8/9/65
File No. 36229

Gentlemen:

Your letter of August 9, 1965, addressed to the Commission Secretary, Mr. Query, has been referred to me for reply. We apologize for the delay in making the agreed payments. There is no excuse for the delay inasmuch as in this instance our established procedure for taking care of payments in agreements and processing the vouchers failed to function.

The vouchers were started into process for payment on August 11, after a checkup on the agreement revealed a total lack of further processing of the agreement after its execution. Our payment supervisor has advised that she would expect the vouchers and checks to be in the mail by the end of the week.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:lb
cc--Floyd Query ✓
--Earl Saling
--Ted Litchfield
--Frank McKinney

NOTED
FLOYD QUERY

BOARD
Nels Kristensen, Boardman
Robert Smith, Irrigon
Clarence Post, Umatilla
MANAGER
Chet Collins, Irrigon

WEST EXTENSION IRRIGATION DISTRICT

Irrigon, Oregon ★ *Telephone 922-3382 (Area 503)*

August 9, 1965

8-10
REFERRED TO
Legal & R/W
BY SECRETARY

Can you give me info for a reply?

Mr. Floyd Query, Secretary
Highway Commission of the State of Oregon
Salem, Oregon

Dear Sir:

On the date of January 30, 1964 a crossing agreement was reached between the Highway Commission and The Bureau of Reclamation and the West Extension Irrigation District. The closure of former District access for which severance damages under the agreement are to paid has now been made and this letter is our notification to you that we feel we are entitled to the $6,500.00 agreed upon in Item 9 of the Crossing Agreement. Further, we would like to have you check your records with respect to the $751.56 recited as payment for land taken. There is a possibility that this payment went direct to the Bureau of Reclamation but District records do not reflect the payment to the District as recited in the agreement and your checking of the Highway Commission records in this matter will be appreciated. We note that payment thereof was to be made as soon as practicable after the signing of the agreement and should have therefore been made in the early part of 1964. Your early attention will be appreciated.

Respectfully,

WEST EXTENSION IRRIGATION DISTRICT

Chester Collins /cl

Chester Collins, Secretary

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OREGON
STATE HIGHWAY COMMISSION

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AUG 13 1965
FOR FILING

August 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Airport Road-Irrigon Junction
Project No. I-80N-5(10)157

Dear Sir:

As you know, the State Highway Department, Morrow County and the City of Boardman, along with other interested groups, are desirous of perpetuating an existing exit for westbound traffic now located about 1.7 miles east of Boardman.

In order that the matter be given the maximum attention possible, we have scheduled a meeting with the City Council and the County Court of these jurisdictions for 1:30 p.m., August 16. The meeting will be held at the Boardman City Hall.

We would appreciate it if you or one of your assistants would attend this meeting so that you may get the full picture and be as completely advised on the pertinent features as possible.

Please advise if you or one of your assistants can make this appointment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young

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AUG 6 - 1965

FOR FILING

I-80N-5(10)157

6388

August 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 to reimburse contractor for additional traffic control work at locations other than provided for in contract on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, Contract No. 6388 in connection with Federal Aid Project No. I-80N-5(10)157.

This work involves removing, relocating and resetting signs and barricades at approximate Stations 1283, 1500 and 240; also construction of two additional crossovers at Stations 1283 and 1503.

This work was tentatively recommended for approval by the BPR Area Engineer, July 19, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:lt
Enc.

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AUG 3 - 1965

FOR FILING

I-8UN-5(10)157

6388

August 2, 1965

The Honorable Ben Musa
State Senator
P. O. Box 458
The Dalles, Oregon

Dear Sir:

In response to your call, our people have contacted Mr. Le Blanc at the Texaco service station in Irrigon.

We find that Mr. Le Blanc was correct in his statement that a somewhat confusing situation had been created at the east end of the construction in Boardman. Apparently, at the time Mr. Le Blanc observed the trouble, our people in the Construction Division also became aware of it and made the necessary changes. Our District Maintenance Superintendent at Pendleton, Mr. L. C. Smitton, contacted Mr. Le Blanc by phone and found that the corrections apparently are satisfactory.

We thank you for taking the trouble to bring this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jva

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. F. Parson

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 30, 1965

SUBJECT: Traffic Conditions
Texaco Service Station
Irrigon

To:

Tom Edwards
Assistant State Highway Engineer
Building

The Division Office has contacted Mr. Le Blanc at the Texaco Service Station at Irrigon.

The complaint concerned several accidents, all of which occurred in one day, at the east end of the construction section at Boardman. I talked to Doc Parson on this matter and he advised me that there had been some difficulty with several accidents. He further stated that the striping and signing have been improved since that time and that to his knowledge no further accidents, at either end of the section, had occurred. To double check, Doc had Larry Smitton go talk to Mr. Le Blanc and Larry reports that Mr. Le Blanc is now satisfied with the striping and the signing.

Apparently, our revisions have eliminated the hazards that were previously created by some barricades.

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:aa

RECEIVED
JUL 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

A

RECEIVED
JUL 30 1965

FOR FILING
I-80N-5(10)157
6388

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 30, 1965

SUBJECT: Airport Road-Irrigon Junction
State Contract No. 6388

To: Memo to the File

Reference is made to Mr. Charles R. McInroe's letter to Mr. Lloyd Johnson, a copy of which is attached. In this letter Mr. McInroe makes certain charges concerning an agreement entered into between his company (Rogers Construction Company) and the State Highway Commission on May 11, 1965, to construct a detour road in the Boardman area.

In paragraph one of his letter, he outlines the underlying reasons for the construction of this road and discusses the financial consideration involved. His statements in this paragraph are, as far as I can determine, correct.

In paragraph two he states that we, without consultation with his company, have now constructed two additional crossovers which will severely interfere with his work. Mr. McInroe's statement that the two crossovers have been constructed is true; however, I cannot see how he can allege that it was done without his consultation since his organization in fact constructed them. These additional crossovers are needed in order that we live up to our agreement with the City of Boardman to perpetuate traffic into their existing townsite until September 10 of this year.

As of this time, the eastbound lanes are being used for two-way traffic on both sides of Boardman. These crossovers carry the traffic on these eastbound lanes across the westbound lanes to (1) the originally constructed detour west of Boardman, and (2) the old highway east of Boardman. They were put into operation on Friday, July 23, and we have executed an Extra Work Order to pay for all the additional costs for the construction of the crossovers themselves and for the necessary barricades and lights to handle traffic through them. Apparently, Mr. McInroe was not informed of our intention of paying all the costs involved.

In regard to his complaint that these crossovers will complicate his work, we stand in some small measure guilty. However, the inconvenience of work through the crossover such as this is very minor.

In paragraph 3 Mr. McInroe states that he was not consulted concerning our decision to perpetuate traffic through the Boardman commercial area until September 10. Again, we stand guilty for not taking him into account in our negotiations with the Boardman people. However, this will not affect our release of Mr. McInroe from the contract work whenever he has completed same. We have already executed a State Force Order to remove the crossovers mentioned above on or about September 10. Mr. McInroe's organization expects to be completed with their work on this project in about three weeks time and he will be released at that time.

In paragraph 4 he makes reference to the allegation that we did not live up to our agreement of May 11. We believe that we have lived up to the intent of this agreement except for the possible exception of requiring him to perform his operation across the two crossovers at each end of Boardman. As far as I can determine, this possibility did not enter the picture one way or the other at such time as we were negotiating for this original detour.

In paragraph 5 he claims for any additional expense involved, and we agree that he is entitled to any bona fide cost. Division Engineer Parson discussed this entire matter with Mr. McInroe on July 27 and informs me that Mr. McInroe was satisfied with the explanations given him by Parson. I have instructed Mr. Parson to answer Mr. McInroe's letter of July 19 with a copy to us.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. A. F. Parson

Klaboe

July 19, 1965

NOTED
F. B. KLABOE

Oregon State Highway Department
Mr. Lloyd Johnson, Resident Engineer
2050 N. 1st Street
Hermiston, Oregon

Re: State Contract No. 6388 Airport Road-Irrigon Junction
Price Agreement No. 8.

COPY

Gentlemen:

We signed a revised Price Agreement No. 8 dated May 11, 1965 to construct a detour so that it would be possible to complete a fill on the West Bound lane on the above project, and to divert all of the traffic to the East Bound lane as soon as the East Bound lane was paved. This work was started March 31, 1965 and completed April 13, 1965. By so doing this, we were to have free access so that our operations on the West Bound lane would be entirely free of all traffic. You agreed with us and we so agreed with you. You asked us to sign the above agreement and to share with you one-half the cost of the above price agreement. This we agreed to do, and our share of the cost as prepared by your engineer was approximately $8,000.00.

Without any consultation with us at all, you now come up with a different program which is going to entail a lot of additional expense to our company. Namely the construction of 2 additional crossovers, and due to the fact that the one crossover was placed at Sta. 1283, our work in this area of the black base and the 2 lifts of A/C will have to be placed under traffic conditions which we did not agree to do and is entirely out of line with the price agreement entered into.

Why did we not have the opportunity to have a discussion of these changes and how it would effect our operation? We have now received a letter notifying us that your Construction Engineer has made arrangements to not open the East Bound lane in its entirety until Sept. 10. Do you expect to hold the work-day penalty on our company thru this entire period of time? Are you going to compensate this company for the additional expense that they are going to have?

Since you do not desire to keep the terms of the price agreement, maybe you had better cancel our portion of the charges that was agreeable at the time of signing the agreement. If any part of it is not good - none of it is good.

Mr. Rogers has advised me that we will do as you have outlined in your letter of July 15, only with the acknowledged written understanding that this company will be compensated for any additional expense involved in this additional change order.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas R McInroe

Chas. R. McInroe

cc: Mr. Forrest Cooper
Mr. A. F. Parson

COPY

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1965
OREGON
STATE HIGHWAY COMMISSION

A

FORM [illegible]X 100M 4-63

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH [illegible]
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY-
SALEM

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AUG 2 1965
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[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

~~La Grande~~
July 28, 1965

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Airport Road-Irrigon Jct.
Price Agreement No. 8
Oregon State Contract 6388

ATTENTION: Mr. Charles R. McInroe

Gentlemen:

We have a copy of your letter addressed to Mr. Lloyd Johnson under date of July 19, concerning the change of maintaining a traffic detour through the town of Boardman until September 10. Inadvertently, you were not conferred with at the time Mr. Morgan and myself discussed this plan with the City of Boardman and the Army Engineers. However, Mr. Johnson did discuss this with you as soon as you came up.

The payment for the detour down on to the old road, of which you signed the price agreement, is still valid as far as we are concerned, however, the additional expense that you might be put to by virtue of having to construct the crossover at Station 1283 will certainly be compensated for by the State. We will have to be shown just what the difference is and why. We certainly do not expect the contractor to do work over and above that originally contracted for without compensation.

It is noted that the crossovers have already been constructed and when the westbound lane is completed west of Station 1283 there should not be too much interference with your regular planned work at this point, however, we do admit that there will be some.

Concerning the hold over after you have finished the job, we do not expect to require you to remove the crossovers nor will you be penalized for overtime after you have finished your portion of the contract. We trust that this is the information requested in your letter.

Very truly yours,

A. F. Parson
Division Engineer

AFP:sp

CC: F. D. Morgan
F. B. Klaboe
L. C. Johnson

NOTED
F. B. KLABOE

REFERRED TO
Cooper - Porter
By Asst. State Hwy. Engr.
8-2-65

RECEIVED
JUL 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Partie 1

RECEIVED
AUG 2 - 1965

FORM [illegible] SP*6418-734

FOR FILE
I-80N-5(10)157
6 I II

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 26, 1965

SUBJECT: Airport Road-Irrigon Jct.
Columbia River Highway
Contract 6388

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attached is a report from L. C. Johnson, resident engineer on the subject section concerning the cutting of plant mix bituminous base and asphaltic concrete core samples. You will note in this report that Mr. Charles McInroe, the general superintendent for Rogers Construction Co. has stated that he, Mr. McInroe, has never requested the taking of core samples.

Division office records indicate that to date 23 cores have been cut on the plant mix base, all of which met specifications for compaction. Twenty-one cores have been cut on the base course of A.C. all of which met specifications for compaction. Ten cores have been cut from the top course of A.C. only one of which failed and this indicated only one-tenth of one percent below specifications for compaction.

It is our understanding that the highway department has been considering taking of core samples after completion of all A.C. paving and using these test results as a means of determining whether a penalty would be assessed for non-specification compaction. This was discussed with Mr. McInroe in order to obtain a contractor reaction to this type of testing procedure. At no time was it indicated that this procedure would be followed on this project but was only something that was being considered for future projects.

It may be that discussions of this were misinterpreted, resulting in the accusations that the state had refused to cut cores on this project. The state has never, to our knowledge, refused to cut core samples on this project.

A. F. Parson
Division Engineer

By Alfred Shirley Jr
Alfred Shirley, Jr.
Assistant Division Engineer

RECEIVED
JUL 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

AS:dj
Attachment
cc: R. L. Porter ✓
L. C. Johnson

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hermiston
July 23,1965

SUBJECT: Airport Road - Irrigon Junction
Contract #6388
Core Samples

NOTED
A. SHIRLEY

To:

Mr. A.F.Parson
Division Engineer
LaGrande

L

Attention Mr. Shirley

Placing of Plant mix Bituminous Base was commenced on May 10,1965,within a very few days after this time,core cutting equipment was working on the Willow Creek-Airport Road Section, However,core samples were not cut on the subject section due to the small a mount of material in place,additional core samples were to be cut on the Willow Creek - Airport Road section at a later date,tentative arrangements were made to core sample the subject section at that time.

On june 7,1965 core cutting equipment arrived and cut nine cores on Bituminous base. Reported on June 14,1965

Placing of base material was discontinued on June 10,1965 and placing of base lift of Class 'B' Asphaltic Concrete was commenced on June 11,1965,on june 23,core smples were cut on base lift of AC,Reported June 28,1965

Additional cores were cut on about July 7,1965,reported July 13

I have never refused to have core smples taken,in fact Mr. Chas.McInroe stated that he had never requested the taking of such samples.

L.C.Johnson
Resident Engineer
L.C. Johnson

RECEIVED
JUL 16 1965
FOR FILING

I 80N-5(10)157

6388

July 15, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6388, the Airport Road-Irrigon Junction grading, paving, and structures project in Morrow County is anticipated. Rogers Construction Company of Portland is the contractor. The original project authorization was $2,237,824.69. The present anticipated cost is $2,409,135.97, indicating an overrun of $171,311.28 or 7.7 per cent.

The major reason for this overrun is due to increased quantities of sprinkling caused by the necessity to control dust and sand which created an extreme hazard to the traveling public. The necessity for increased quantities of crushed aggregates and gravel blanket also contributed to the overrun. The increased quantity of gravel blanket was caused by unanticipated additional areas that required protection.

This matter will be on the agenda for your consideration at the August 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson
FK:srb fn

FORM E-30 8OM 3-63 SP*6479-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3C-1

Salem, Oregon
July 2, 1965

SUBJECT: Overrun of Project Authorization
Airport Road-Irrigon Junction Section
Columbia River Highway
Contract No. 6388

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a report on an expected overrun of project authorization on the subject contract. This project for grading, paving and structures is under contract to Rogers Construction Company of Portland. The original project authorization was $2,237,824.69. The present anticipated cost is $2,409,135.97 indicating an overrun of $171,311.28, or 7.7%.

The major reason for this overrun is due to an increase in the amount of sprinkling work required. Overruns also occurred in gravel blanket and crushed surfacing materials. The large overrun in the sprinkling item was required in order to control dust and sand. An extensive section of the project was open to traffic prior to completion, and much sprinkling water was used to alleviate an extreme hazard to the travelling public. Part of this overrun in sprinkling was also due to the delay which occurred between the original placing of a particular course of material and the subsequent placing of the next course. During this interval the material would be displaced and necessitated re-working. Overruns in the gravel blanket item were occasioned by the inclusion of additional areas to be covered which were not anticipated when the contract was awarded. The overrun in the crushed aggregates was occasioned primarily by the use of a factor converting volume to weight which has since been modified. Had the revised conversion factor been available before this project was awarded, the computations would have been relatively close to the actual amounts used. One other item contributed to the overrun of the project authorization. Engineering on this contract is expected to overrun approximately 25%. The main reason for this is due to the increased cost of the project (approximately 10%) requiring additional inspection and engineering. The nine mile length of the project permitted simultaneous operations at several locations, each requiring inspection and engineering; the time required to complete the project, for which a six week request for extension of time is pending, also increased the need for engineering work and, consequently, increased the cost of engineering.

It is recommended that the project authoriztion be increased by $171,311.28, from $2,237.824,69 to $2,409,135.97.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1965

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STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 19 1965 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Airport Road-Irrigon Jct.
Date July 13, 1965
Highway Columbia River
Contract No. 6388
County Morrow
Prefix 625-1039
Contractor Rogers Construction Co.
F. A. Project No. I-80N-5(10)157
Address 11760 N. E. Glisan St., Portland, Oregon
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse contractor for expense of traffic control work at locations other than provided for in contract.

Work has not started.

Location by station numbers:

1102
1283-1325
1503
240

Estimate of quantities and cost:

Equipment	$ 500.00
Labor	1,000.00
Total	$1,500.00 + 15% = $1,725.00

NOTED
F.B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extra crossovers at Stations 1102, 1283-1325, 1503 & 240, require moving signs, barricades, flagging time and moving of paver to these locations of crossovers.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,237,824.69
Present estimate of project cost, including $1,725.00 for work under this order	$2,409,135.97
Expected under-run over-run amount	$ 171,311.28
Expected under-run over-run per cent	7.7

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

Young 8-12-65

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JUL 8 - 1965
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I-80N-5(10)157

July 7, 1965

MISC. CONTRACTS and
AGREEMENTS No. 3847

Oregon State Highway Commission

Gentlemen:

On the agenda for the July 13 meeting will be the matter of approving an agreement with the City of Boardman which covers the construction of a detour at City expense. This detour is to carry Columbia River Highway traffic past some City of Boardman construction activity.

The matter was approved by Chairman Jackson on June 10 and your concurrence in his action is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Mr. Floyd Query
Mr. F. B. Klaboe
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. H. S. Cox
Mr. A. F. Parson

RLP:ms srb

A

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENG
G. E. ROHDE
CHIEF COUNSEL

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JUL 8 - 1965

FOR FILING
I-80N-5(10)157
6388

NOTED
R. L PORTER

July 6, 1965

Mr. A. V. Parsons, Division Engineer
U.S. Bureau of Commerce
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Airport Road-Irrigon Junction Section
Contract No. 6388
Time Extension
Your letter of Jan. 19, 1965
08-35.4 - DB

Dear Mr. Parsons:

In your letter of January 19, 1965, relating to Coast Range Summit Section (Oregon F-150 (11), Contract No. 6330), where a similar situation exists, you stated that so long as the existing contract provisions were in effect, you could not concur in granting an extension of time for completion of work under said contract. You also stated that if the contract provisions could legally be modified to provide for the proposed extensions of time of the specific completion date, you would concur therein.

We are confident that, under ordinary principles of contract law, the State and the Contractor may so modify or clarify the contract by mutual agreement.

We are enclosing for your review and comments a proposed supplemental agreement to our existing contract, which we consider appropriate for the desired clarification or modification thereof, with respect to extensions of time.

We would appreciate your concurrence at your earliest convenience so that we may take immediate steps to have this and other similar contracts modified.

Very truly yours,

G. E. ROHDE
Chief Counsel

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

GER:CAA:jw
cc: R.L. Porter
F.B. Klaboe
F.D. Morgan
L.H. Young
Encl.

RECEIVED
SEP 1 - 1965

Form No. E-382-

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Airport Road-Irrigon Jct.
Date June 15, 1965

I-80N-5 (14) 152

Highway Columbia River
Contract No. 6388

County Morrow
Kind of Work Grading, Paving & Structures
Contractor Rogers Construction Co.

Contract Amount $ 1,976,777.50

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

See Attached Sheet.

Minor items, unitemized algebraic total

Subtotal $ 154,822.50

Approved work orders (Price, extra work and state force orders) $ 33,603.85

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

See Attached Sheet

Proposed Work Orders 27,000.00

Minor items, unitemized algebraic total

Subtotal $ 7,797.92

Authorization for engineering $ 159,134.20

Expected over-run or under-run of engineering authorization $ 40,000.00

Costs not included above (explain) $

Allowance for future contingencies (2 % of work remaining) $ 10,000.00

Credits to come from transfers and deductions $

Present estimate of project cost $ 2,409,135.97

Brief Statement of principal causes of over-run:

See Attached Sheet.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,237,824.69
Present estimate of project cost	$ 2,409,135.97
Expected over-run (Amount)	$ 171,311.28
Expected over-run (per cent)	7.7

Space to right of this line is for use of Salem office.

Submitted by: L. C. Johnson
Resident Engineer

Noted by:
Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by: F. J. Klaboe
~~Deputy~~ or Assistant State Highway Engineer

State Printing 86719

EXPECTED OVER-RUNS AND UNDER-RUNS IN CONTRACT ITEMS

(over-runs)

Major Item		Quantity		Unit Price	Amount
# 4	Special Borrow	19,850	C.Y.	$ 0.45	$ 8,932.50
#11	Gravel Blanket	42,520	C.Y.	1.00	42,520.00
#58	Mat'l. in Sub-Base	54,000	Tons	0.60	32,400.00
#59	Coarse Cr. Mat'l. in Base.	30,500	Tons	1.05	32,025.00
#61	Sprinkling	68,000	M-gal.	1.75	119,000.00
				Total	234,877.50

(Under-runs)

# 2	Removal of Existing Bridge	1	Only	10,000.00	10,000.00
# 5	General Excavation	100,000	C.Y.	0.29	29,000.00
# 9	Rounding Cutbanks	5,500	Lin. Ft.	0.15	825.00
#10	Furnishing& Placing Topsoil	17,200	C.Y.	1.50	25,800.00
#12	Seeding	80	Acres	100.00	8,000.00
#13	Mulching	10	Acres	200.00	2,000.00
#14	Grass Seed, Crested Wheatgrass	690	Lbs.	0.50	345.00
#15	Grass Seed, Hard Fescue	350	Lbs.	0.50	175.00
#16	Grass Seed, Newport Bluegrass	800	Lbs.	0.60	480.00
#17	Grass Seed, Chewing Fescue	800	Lbs.	0.60	480.00
#18	Inorganic Fertilizer, 10-16-8	300	CWT	5.50	1,650.00
#35	Salvaging Culvert Pipe	200	Lin Ft.	3.00	600.00
#56	Salvaging & Reinstalling Type 1 Fence	175	Lin. Ft.	4.00	700.00
				Total	80,055.00

EPECTED OVER-RUNS AND UNDER-RUNS IN WORK ORDERS

(Over-runs)

E.W.O. #1	Flagging		6,500.00
E.W.O. #3	Construct Type "C" Curbs		447.38
E.W.O. #4	Salvage & Reinstall Damage Pipe		1,660.54
E.W.O. #5	Repair Flood Damage		190.00
		Total	8,797.92

(Under-runs)

E.W.O. #2	Shape Boardman Interchange (Existing)	1,000.00

(Proposed Work Orders)

P.A. #2	Additional 3/4-0 Mat'l. in Base	27,000.00

REASON FOR OVER-RUN

Stone Sub-Base and Coarse Crushed Material:

Factor used for computation, 1.7785, 1.96 correct factor. Using the factor of 1.96 for computation gives a total relatively close to the amount of material used.

Gravel Blanket:

Extra areas were covered by gravel blanket not in original computations. The following are the extra areas were the gravel blanket was placed:

Boardman Interchange	405,040	Sq. Ft.
Boardman West Area	81,873	"
Airport Road Interchange	254,122	"
Special Borrow Area	1,588,083	"
1102-240 for slopes less than 3' high	372,637	"
1104+50-1133+50 Rt. E.B. (toe of slppe to fence	122,567	"
1370-1397 Lt. W.B. (toe of slope to fence.	149,298	"
Extra for flatter slope 1458-1462 Lt. W.B.	111,113	"
" " " " 1472-1479 RT. E.B.	72,907	"
Miss.	285,928	"
Total	3,443,573	"

Special Borrow:

The main cause for the over-run for this item is loss of material by wind erosion which has occured both in the borrow area itself and on the sub-grade mainly between 1245 and sta. 1317.

The Borrow material which is sand was measured in place, cross-sections were taken on original ground and a re-measure made at the time the Borrow material had been removed, therefore we suffer the loss of material.

Material blowen away from the sub-grade had to be replaced by Borrow material, therefore additional loss occured.

3/4-0 Mat'l. in base:

Apparently the estimated quantity in this item was not converted to ton units. By applying the conversion factor of 1.96 to the 23,600 listed in the summary we arrive at a figure very close to the amount we need.

Flagging:

Over-run due to need of flagging of unanticipated highway crossings used by the Contractor. All three of the pit sites were on the opposite side of the existing highway ~~[illegible]~~.

FILED
JUN 22 1965
FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 10, 1965

In reply refer to: 08-35.4-DA

TO I-80N-5(10)157
: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

Archer
Young

SUBJECT: Request for Time Extension, Airport Road-Irrigon Junction Section
Columbia River Highway
Oregon Project I-80N-5(10)157

A review has been made of the contractor's request for an extension of the completion date on subject project from July 1, 1965 to August 1, 1965. In your review we note you recommend the completion date for the project be extended from July 1, 1965 to August 15, 1965 for the reasons stated by the contractor, then your own reasons, as stated, "show an overrun in the quantity of 3/4"-0" top course base rock of 25,000 tons for the August 15, 1965 date.

According to the contract none of the above reasons can be construed to be caused by strikes, hence we do not concur in your recommendation for the new completion date. For our records the penalty payment shown in the contract for failure to complete the project on or before July 1, 1965 will be assessed in the event the project is not completed on the above date.

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JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
[illegible] 6-15-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUN 14 1965

FORM E-30X—60M—1-65 SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 10, 1965

SUBJECT: Plant-mix Bituminous Base
Electronic Grade Control and
Experimental Rolling Pattern
Airport Rd.-Irrigon Jct. Section
Columbia River Highway
Contract No. 6388

To: MEMO TO THE FILES

On June 8, 1965, the subject project was inspected. By previous arrangement, a modified rolling pattern as experimental test section was being performed. Attached is a pictorial sheet which shows the laydown of the plant-mix bituminous base in its sequence of operations.

Picture No. 1 shows the windrowing of the PMBB from the large truck. Volume of material placed is controlled by an adjustable box gate at the rear of the bed of the truck. This is a manually controlled device.

Picture No. 2 shows paver with a Co-Cal type pickup device which picks up deposited material and dumps it into the hopper of the paver. Also shown is the electronic grade control ski system being used. Note that the ski beam has 12 separate runners, each runner is individually equipped with a spring and adjusts so that all runners are at the same tension. This allows any individual runner to move up or down if a depression or hump in the grade is encountered and still hold the beam in a relative parallel plane with the grade. The electronic sensing is accomplished from the beam thus allowing grade control. Slope, or super is also controlled electronically. It will be noted that on areas where this system can be used, screedmen are virtually eliminated due to the automatic features. This system is proving to be relatively trouble free. The main problem which the contractors to date have encountered is a good knowledge of the operation features of the electronic control. This is being overcome by instruction from factory representatives.

Pictures No. 3 and 4 show the first pass of rolling or breakdown rolling being accomplished by the Hyster rubber-tired roller. Note the deep grooves made by the rubber tires. Indication is that at least 95% of the compaction is attained at this operation. This roller initially groves the material quite radically but its subsequent rolling operations smooth out the tire marks to a great extent. This rubber roller is set at 80 PSI+ and the rolling pattern is such that it is held in some 6 to 8 inches from the edge of the panel. The apparent advantage of placing the rubber roller as breakdown is that the severe pressures are applied while the mix is at its hottest period and therefore much more susceptible to movement and kneading action thus procuring a more dense mat. This rolling is kept immediately behind the paving machine and in general works no further than approximately 200 feet behind the laydown.

Picture No. 5 shows the first steel wheel roller working directly behind the rubber roller. Its primary objective is to smooth out rubber wheel marks while the mix is still hot and also roll down the 6 to 8 inches outside panel edges which were left behind the rubber rolling. Probably very little compaction is gained by this operation.

Picture No. 6 shows the final or finish rolling behind the first steel roller. This operation is considered as a final smoothing action and leaves a smooth mat at completion, it having smoothed out any previous roller marks. Probably its compaction action is very minor.

This modification from previously used roller patterns will be tried on quite a number of projects this summer. It has already been checked out on the Anlauf-Elkhead project and core tests made on this method as against the standard method of breakdown with steel roller, rubber following and a finish steel roller. Meager results to date show an increase of near 2 per cent compaction and a smoother finish, by using the rubber tired roller as a breakdown. If the following test trials on various projects fall in line with data obtained to date, recommendations will be forthcoming to follow this or similar rolling patterns. The State of Washington is now recommending this procedure on the basis of their experimentation during last summers season.

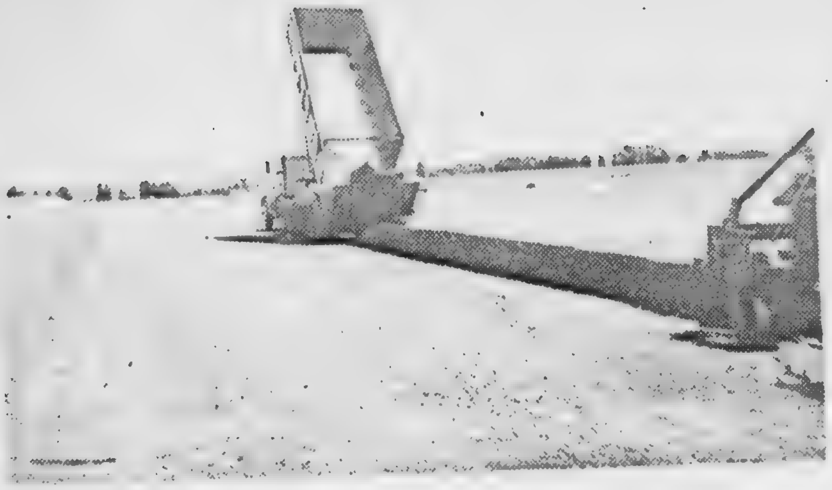
John H. Walker
Assistant Construction Engineer

JHW:fp
Attach.
cc F. B. Klaboe

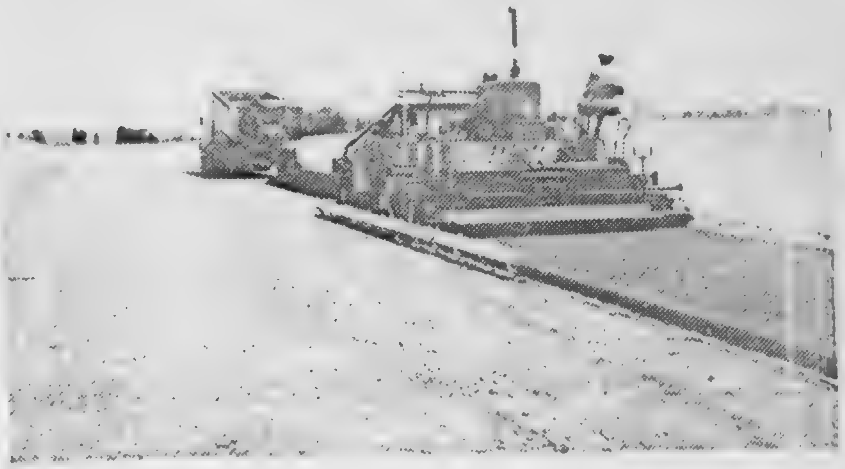
RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

AIRPORT ROAD-IRRIGON JUNCTION SECTION JUNE 8, 1965
COLUMBIA RIVER H HWAY CONTRACT NO 6388
PLANT MIX BITUMINOUS BASE LAYDOWN (USING PNEUMATIC ROLLER FOR BREAKDOWN AND ELECTRONIC GRADE CONTROL)

#1



#2



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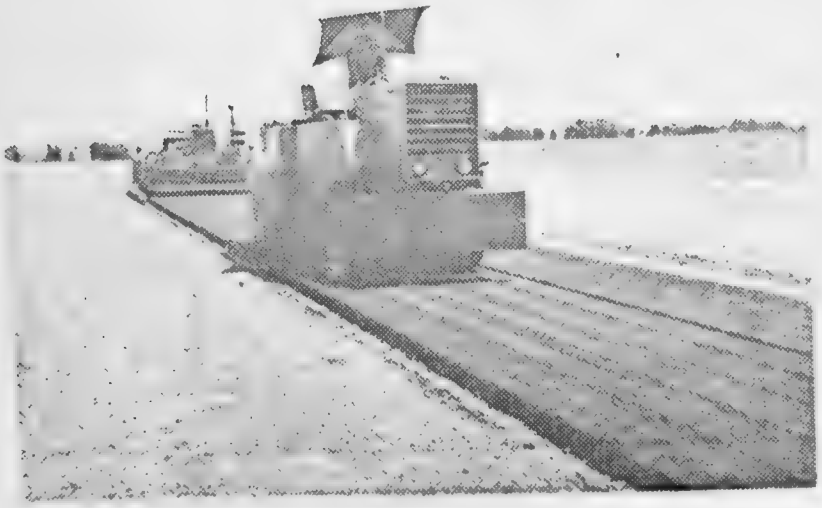
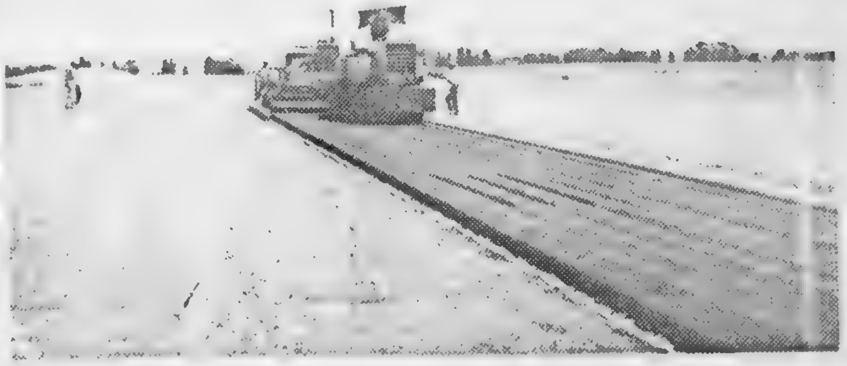
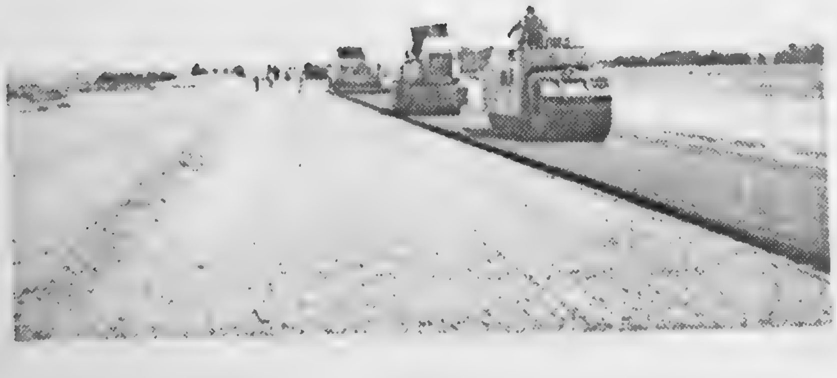


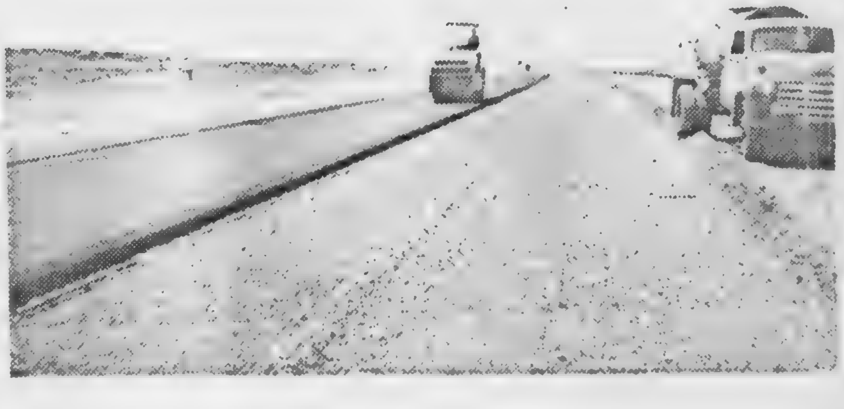
#4



#5



#6



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JUN 4 - 1965

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[illegible]

6388

June 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Time Extension
Airport Road-Irrigon Junction Section
Columbia River Highway
Contract No. 6388
Oregon Project No. I-80N-5(10)157

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date from July 1, 1965 to August 1, 1965.

The contractor cites a delay caused by the Highway Department's use of his equipment and personnel on emergency flood repair work from December 23, 1964 to January 26, 1965.

The Oregon State Highway Department utilized the contractor's dozers and front end loader which effectively stopped his grading and surfacing operations. This flood restoration work justifies extension of one month.

In addition to the above listed reason for an extension, an overrun in the quantity of 3/4"-0 top course base will occur amounting to approximately 25,000 tons. This overrun was caused by an omission in surfacing calculations. The time required to accomplish this additional work, based on the contractor's rate of production on other projects averaging 2500 tons per day, is estimated to be 15 calendar days.

These reasons amount to one month and 15 days. Extending this time from the original completion date would justify a new completion date of August 15, 1965. The estimated completion date is August 15, 1965.

It is our recommendation that the completion date for this project be extended from July 1, 1965 to August 15, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

/DES:bjm/ srb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. A. F. Parson

RECEIVED
JUN 16 1965
FOR FILING
I-80N-5(10)

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible] of
project [illegible]
funds are [illegible]
Date JUN 2 1965
[illegible] Engineer
U.S. Bureau of Public Roads

~~Project Name~~	Airport Road-Irrigon Jct.	Date	May 18, 1965
Highway 6388	Columbia River	Contract No.	6388
County	Morrow	Prefix	625-1039
Contractor	Rogers Construction Co.	F. A. Project No.	I-80N-5(10)157
Address	11760 N.E. Glisan St., Portland, Oregon	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 1½" Electrical Conduit

Location by station numbers:

1398+30 WB	41'	1408+13 "C"	28'	96+35 "E"	46'
1398+30 EB	42'	1415+60 "C"	28'	103+47 "E"	50'
1398+30 "A"	27'	1398+28 "D"	28'		
1407+96 "B"	28'	1415+60 WB	42'		
1415+60 "B"	28'	1415+60 EB	42'		

Estimate of quantities and cost:

Labor	$175.00
Equipment	80.00
Material & Supplies	320.00
	$575.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Request for installing 1½" conduit didn't come from Salem until after grade was ready for pavement. Also extra work was required to remove & replace subbase & coarse cr. base.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,237,824.69
Present estimate of project cost, including $575.00 for work under this order	$2,352,345.82
Expected over-run amount	$114,521.13
Expected over-run per cent	5.1%

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Johnson
Resident Engineer

Approval Recommended: /s/ F. B. Morgan
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.
Asst. Division Engineer

Approved /s/ L. H. Young
~~Assistant State Highway Engineer~~
Office Engineer

State Printing

orig to Young 6-15-65

RECEIVED
[illegible]

FORM 2-30 50M 3-65 59*6470-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1965

SUBJECT:

To: Mr. F. B. Klaboe
Ass't State Highway Engineer
BUILDING

Following is a report on Jensen's "denials" of Price Agreements, Extra Work Orders and State Force Orders on the Airport Road-Irrigon Junction Contract No. 6388, as listed in his Intermediate Inspection Report Number 9, dated March 22, 1965:

Price Agreement No. I:

This order for $1,452.15 covered removing, repairing and replacing a damaged siphon inlet. When water was turned into the ditch, tumble weeds clogged the inlet and caused erosion. The BPR denied this order on basis of improper maintenance by State and contractors forces.

Price Agreement No. 3:

The original plans called for a salvaged Type I fence to be installed between Station 1102 and Station 1181. Because of insufficient quantity of salvaged fence and because this fence enclosed an area being used for sheep pasture, it was decided to install Type 2 fence. The contractor had a bid of $6.50 per rod for Type 2 fence, but claimed that the additional fence had to be installed in a scab rock area, whereas the other was not, and he incurred additional costs. Accurate costs were kept and this P.A. reflected the actual cost increase. B.P.R. approved installation of the Type 2 fence but limited participation to original bid price.

Extra Work Orders Nos. 5 and 6:

This is a typographical error as Jensen intended to refer to S.F.O. 5 and 6. E.W.O. 5 has been approved B.P.R. and EWO 6 does not exist.

NOTED
F. B. KLABOE

State Force Orders

State Force Order No. 5, $700 for painting cattle guards and SFO 6, $500 for painting traffic markers are items in which the BPR have never participated since they are not included in the P.S. and E. submitted to them for approval.

F. D. Morgan
Construction Engineer

EAP:dc

RECEIVED
MAY 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form PR-33A
(Rev. 5-60)

cc: OSHD ([illegible])
Region
Wash DC

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

nig

Region No. 8	Report No. 9	County Morrow	State Oregon
Date of inspection 3-23-65	Inspection made by L. C. Jensen, Area Engineer		Project No. I-80N-5(10)157
In company with [illegible] Johnson, Div Engr, OSHD			
Quality of work Satisfactory	Progress of work Unsatisfactory	Time elapsed 79.5 %	Work completed 56.5 %
Est. compl. end of month 60 %			

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

AIRPORT ROAD - [illegible] JUNCTION SECTION
COLUMBIA RIVER HIGHWAY
(Grading and Paving)

(1)	Clearing	95% complete
	Grading	75%
	EB Stas 1102 - 1519	Complete
	WB Stas 1300 - 161	Complete
	Stone subbase	
	EB Stas 1102 - 1519	Complete
	WB Stas 1300 - 1519	Complete
	Material crushed and stockpiled	20%
	Structures	95%
	Culverts and drainage	42%

(1) Crusher at Messner pit opposite Sta 1475 works two shifts daily, base rock 1 1/2" - 0.

Crusher at Tom's Camp pit opposite Sta 1230 crushes 1 1/2" - 0 base rock and screens rock for stone subbase. Gravel blanket is hauled from pit opposite Sta 1370 where the material goes over a grizzly screen before loading in the haul units. Gravel blanket has been placed, Stas 1102 - 1165.

(3) The contractor has requested additional time for the reason his equipment was busy on repair of flood damaged roads in Gilliam County. Recommendation is made to deny this request when received. A review of the work accomplished by grading forces during the 1964 season, as shown in the Inspection-in-Depth, October 14, 1964, shows grading was done in an "on again", "off again" method. Additional days should be allowed for the additional crushing of 3/4" - 0 rock, which has not been presented to this office at this date.

The following Extra Work Orders and Price Agreements have been approved:

(more)

4/8/65
Copies to
Young
Payne
LC Johnson
JP

EDITION OF 1-59 MAY BE USED

EWO #1	Flagging - Reported in Report No. 1
EWO #2	Shape existing Boardman Interchange; $1000
EWO #3	Construct Type "C" curbs at Boardman Rest Area, Lt and Rt of ℄; $1050
EWO #4	Salvage and reinstall 360' of 36" CMP; $2070
EWO #5	Repair slope washes by flood; $575
PA #4	Establish price for metered water
PA #6	Covers error in water meter, pressure checked.

The following Price Agreements have been denied: Nos. 1 and 3.

The following EWOs have been denied: Nos. 5 and 6, as recorded in Report No. 3.

The following State Force Orders have been approved:

No. 1, Pacific Northwest Bell; $7500
No. 2, Eastern Oregon Telephone; $762
No. 3, Umatilla Electric Coop changes 1 and 2
No. 4, Umatilla Electric Coop changes 4 and 5

The following State Force Orders have been denied:

No. 5, Painted cattle guards
No. 6, Painted traffic markers.

A total of 293 tests have been made at the field laboratory on the 1 1/2" - 0 crushed rock and 26 tests on 3/4" - 0 crushed rock. All tests were satisfactory. The crusher at the Messner pit will start working two shifts next week.

The gravel blanket placed between the eastbound and westbound roadways easterly of Sta 1102 appears to have rock larger than the specification maximum size of 4 inches. During the inspection measurements were made using a metal ruler of some of the larger rocks near the outer edge of the gravel blanket and the measured rocks were larger than the 4 inches maximum allowed. At the Tom's Camp pit where this material was obtained, no 4" screens were observed. The plant was down for repair and the contractor's superintendent was unavailable for an interview.

(more)

Recommendation is made that tests of the gravel blanket be made by the Division geologist. When the area engineer makes the next inspection additional record samples will be taken on this item in the vicinity mentioned.

No measurements were taken on this inspection.

DIVISION FILE COPY

nlg

CHILS
JENSEN
BROCKS

Form PR-33A
(Rev. 5-60)

cc: OSHD (L P Shaw)
OSHD (Bridge Div,
Region
Wash DC

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6)

Region No. 8

Report No. 2

County Morrow

State Oregon

Date of inspection 6-25-64

Inspection made by R. A. Nichols, Asst Area Engr

Project No. I-80N-5(10)157

In company with Alfred Shirley, Jr., Asst Div Engr, L. C. Johnson, Res Engr, OSHD

Quality of work Satisfactory

Progress of work Unsatisfactory

Time elapsed 28 %

Work completed 13.3 %

Est. compl. end of month 13.3 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

AIRPORT ROAD - IRRIGON JUNCTION
Grading and Paving

(1) Clearing 55% complete
Grading 20%
All the grading work done to date has primarily been between Stas 1102 and 1310. Roadway between these stations is built almost to final grade.
Structures 95% complete
Drainage 19%
Fencing 30%

(2) There was no work in progress at the time of the inspection.

(3) The contractor has removed all of his grading equipment off the project. He has given no indication as to when he intends to resume the grading operations.

The plans indicate that a salvage Type 1 fence is to be installed on the southerly side of the right of way between Stas 1102 and 1181. A price agreement will be submitted to cover the cost of changing this fence to a Type 2 fence. The change is being made because: No. 1, there is insufficient salvageable Type 1 fence to cover this area and No. 2, the area just south of the project has been leased to the Boeing Company who in turn subleased it to a rancher who plans to run sheep. It is feared that the sheep will go through the Type 1 fence and get onto the highway. The contractor has a bid price of $6.50 a rod for 3800 rods of Type 2 fence. He has indicated that he cannot construct the additional fence at the unit bid price because he claims change in conditions. It is recommended that the revision from Type 1 to Type 2 fence be approved but that Federal participation be limited to the bid price for Type 2 fence.

The plans indicate that Type C curbs are to be constructed in rest areas in the vicinity of Sta 1235. A bid item to

(more)

EDITION OF 1-59 MAY BE USED

construct Type C curbs was omitted from the bid schedule. A price agreement was entered into with the contractor to construct the curbs for $85 a cubic yard. Estimated yardage required is 80 CY for a total of $6800. The price agreement was returned to the Resident Engineer for renegotiation of the unit price because it was felt that the agreed unit price was too high. If the contractor's price per cubic yard cannot be substantiated, it is recommended that the work be done as an extra work item.

A 24-inch siphon was installed at Sta 1376, concrete inlets were installed at each end, and a grate was installed at the inlet end. When the water was turned into the ditch tumbleweeds which were in the ditch clogged the inlet causing the material around the boxes to wash out. According to Resident Engineer's records it cost about $1500 to repair the damage. It has not been determined at the State level just who should be responsible for the repair of the damage. There are numerous tumbleweeds in this area and it could be expected that many of them would lodge within the ditches and could cause trouble. So the writer does not consider that this is an abnormal situation and that it could come under the contractor's realm of responsibility.

State Force Order No. 4 issued to cover the cost, the adjustments of the Umatilla Electric Corporation's other facilities. Estimated cost was $293.82. Approval is recommended.

State Force Order for the painting of cattleguards by State forces on Wilson Road was issued. Estimated cost is $700.00. It is recommended that Federal participation be denied.

The State Force Order No. 6 for the installing of painted traffic markers around the interchanges by State forces was issued. Estimated cost is $500.00. It is recommended that Federal participation be denied if requested.

The project records indicate that the materials incorporated into the project substantially meet specification requirements. The compaction records indicate that the specified minimum compaction was attained. In those cases where tests show that the specified compaction was not attained the records show that subsequent tests were taken after more compactive efforts until the specifications of compaction were attained.

No measurements were made during this inspection because the work performed since the last inspection did not warrant additional measurements.

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1965

SUBJECT: Airport Road-Irrigon Jct. Section
Columbia River Highway
Contract 6388
Gravel Blanket

To:

F. D. Morgan
Construction Engineer
Salem

Attention: D. E. Swan

Reference is made to your letter of April 13 asking for comments concerning the gravel blanket on the subject section. We are enclosing a copy of this report as submitted by Resident Engineer Johnson. This was the subject of some discussion between myself and Mr. Jensen of the Bureau of Public Roads and I assured Mr. Jensen that the deficiencies would be corrected to both his and our satisfaction.

It is very difficult to take a sample to show the exact amounts of various size rocks. One 4-inch rock, one way or the other, in a small sack, would throw the test off. However, I am sure that any objections to the looks will be taken care of prior to acceptance of the job.

A. F. Parson
Division Engineer

AFP:if

Attachment

cc: L. C. Johnson

CONSTRUCTION DIVISION
RECEIVED
MAY 5 1965
☐ ☐ ☐ ☐ ☑ COE

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

April 26, 1965
Hermiston, Oregon

SUBJECT: Airport Road-Irrigon Jct.
Contract #6388
Gravel Blanket

To: Mr. A.F. Parson
Div. Eng'r.
La Grande, Oregon

On April 6, 1965 I accompained Mr. Jensen and Mr. Parson on an inspection of subject project. Both men were unhappy with the appearance of the gravel blanket between station 1102 and station 1230 (this section begins at the west end of the project and continues to the Boardman Rest Area).

The main objection to the appearance of the gravel blanket was the pressence of oversize material. however Mr. Jensen agreed to review this portion of the work, after it had been bladed, rolled, and shaped, (this has not been completed as yet).

The material used on this section was produced at pit #1 (Toms Camp), by screening out the oversize material and crushing. Tests indicated material to be within specification in the majority of the tests, However the material appeared to be large. The original four inch screen was replaced by a three and on half inch screen, this replacement resulted in smaller size material. But brought the percentage of material passing the ¼ inch screen to boarderline,. No further adjustments in the screens were made.

One factor that tends to increase the amount of three inch to four inch material in the gravel blanket is due to the need of adding a thin lift of sub-base material to bring the top pf the sub-base to the specified elevation. This lift varied from nothing to two and three inches, therefore coarser material was combed out and finally found its way to the median area and slope areas occupied by the gravel blanket.

Much of the orersize will be picked up, the entire area bladed and rolled, and brought to a pleasing appearance.

L. C. Johnson Res. Eng'r.

2050 North Frist St.
hermiston, Oregon

RECEIVED
MAY 3 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1965

SUBJECT: Airport Rd.-Irrigon Jct. Section
Columbia River Highway
Contract No. 6388

To: Mr. L. H. Young
Office Engineer
BUILDING

A Memorandum dated April 7, 1965 from the Bureau of Public Roads requested a review and analysis of the possibility that an advantage to the contractor might occur based on a change of material source covered under Price Agreement No. 5.

This matter has been reviewed by the Resident Engineer on the project and copies of his calculations are attached. These calculations indicate that there is no advantage to the contractor by the use of this alternate source.

This matter has been discussed with the Bureau of Public Roads Area and District Engineers who suggest that this documentation be forwarded to them.

The Bureau Memo also questioned the possibility that the material used might not meet the contract specifications. This possibility will be investigated by the Division and a report submitted at a later date.

Please submit this documentation for Price Agreement No. 5 to the Bureau of Public Roads and again request their participation.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

DES:fp
Enc.
cc F. B. Klaboe ✓

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

F.B. Klaboe

FORM E-30 80M 12-63 94676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 23, 1965

SUBJECT: Relocation, City of Boardman

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attached is a letter received from the City of Boardman requesting permission for them to construct the detour, plan of which was recently forwarded to your office. In this letter Mr. West has listed the reasons for requesting this detour. No mention was made of their contractor's present schedule.

This schedule would call for performing the sewer work as soon as is feasible after construction of the detour in that they have their pipe laying crews on the project at the present time. Their contractor's schedule also calls for the completion of the entire project including paving of the streets by about the middle of July.

We still concur in our original recommendation that the city be given permission to construct this detour with one proviso that they install the pressure sewer under the old highway prior to turning traffic over the detour.

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment

C - Coulter 4-30-65

OK, By Klaboe 4-30-65

Coulter to contact city

Get agreement from City

to include
liability
insurance
etc.

Insurance to protect Comm. exactly as our contracts req'ire.

FBK.

NOTED
F. B. KLABOE

NOTED

CONSTRUCTION DIVISION
RECEIVED
APR 26 1965

RECEIVED
MAY 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

City of Boardman
Morrow County
Boardman, Oregon 97818

APR 23 1965
REC'D DIV. OFFICE
LA GRANDE

April 22, 1965

Mr. A. F. Parsons
Division Engineer
Oregon State Highway Department
LaGrande, Oregon 97850

Attention: Mr. Scott Coulter

Gentlemen:

The City of Boardman requested permission on April 7, 1965 to install a detour on U. S. Highway 30 in the vicinity of the proposed connection of North Main Street of the new City of Boardman and U. S. Highway 30.

Our reasons for asking for this detour are as follows:

1. The excavation and fills on the streets within the new City are balanced and it is necessary for us to continue the north fill of the Railroad overpass to allow us to complete the excavation of the streets within the City.

2. We must raise the North fill or embankment to its planned height so the present contractor may set footings for the bridge structure. The South embankment is completed to its planned height at the present time.

3. It is necessary that we construct the 24 inch storm sewer across Highway 30, as it is an item of the present contract.

The Corps of Engineers have assured the City of Boardman that they will pay the cost of the proposed detour and there will be no cost whatsoever to the State of Oregon Highway Department.

In constructing the detour, we will install the pressure sewer line shown as Sewer No. 2, which goes to the future stabilization pond. We will also arrange for drainage facilities under the detour or wait and place these after the detour is abandoned.

We hope this answers all your questions and an early approval will be forthcoming.

Sincerely,

Dewey W. West Jr

Dewey W. West, Jr.
Mayor

Enclosures: Pages 1, 10 and 28 of Specifications.

RECEIVED
APR 23 1965

FOR FILING

NPWCO-CA

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

15 April 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
Seeding and Mulching at Boardman
Interchange, John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Receipt is acknowledged of your letter dated 26 March 1965 wherein you requested my approval to modify the State contract for construction in the Airport Road - Irrigon Junction Section. Specifically, it was requested to eliminate the topsoil, seeding, and mulching of the median area and the interchange islands in the Boardman Interchange area from the present contract and include these items in a subsequent roadside improvement contract.

I hereby concur in your proposal to delete this work from the current contract. This will reduce the Government obligation under your Contract No. 6388 by $23,755.50 to $593,701.70. Government participation in the amount of $23,755.50 in the future roadside improvement contract will be limited to topsoiling, seeding, and mulching within the Corps of Engineers' area of obligation.

Sincerely yours,

Frank D. McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Young - Morgan
Pl see me
J

③

orig to Young
copy to Morgan
4-23-65

RECEIVED
APR 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 5 1965
FOR FILING

UNITED STATES GOVERNMENT

(Pres. by
A.O. 206-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: April 12, 1965

In reply refer to: 08-35.4-D1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Fred Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(10)157
Airport Road-Irrigon Junction Section
Columbia River Highway
Inspection-in-Depth

Attached is a copy of an Inspection-in-Depth made on the subject project concerning the grading control phase of the job.

The findings and recommendations have been discussed with your Administrative Engineer, Oregon State Highway Division 5.

We would like to call your attention to the problem of wind erosion during the construction of embankments. Serious consideration should be given to some method of controlling this problem during the construction stages. It is particularly hazardous when the new work is adjacent to the traveled way.

Attachment

REFERRED TO
Cooper
Date: 4-14-65 By: [illegible]
For: Please confer with
Bergstrom about dust control
Due Date: problem

orig to Young w/attachment
4-15-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 2 1965

FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 7, 1965

Original signed by
T. Dac
Eng. Coordinator

T. Dac, Assistant Division Engineer
Salem, Oregon

Oregon I-80N-5(10)157
Airport Rd.-Irrigon Jct. Section
Gravel Blanket

Your letter dated March 16 requested our concurrence in Price Agreement No. 5. Formal approval of P.A. #5 is being withheld pending an analysis from the Construction Department showing that there is definitely no advantage to the contractor in making this change. Our preliminary review indicates that there may be a considerable haul advantage that should be reflected by a reduced price of the item.

Recently on a trip to eastern Oregon this section was viewed by our Area Engineer and he was greatly disturbed by unsightly appearance of the type of gravel blanket that was placed on this section. From visual observation it would appear that the material used would not meet the contract specification for gravel blanket.

RECEIVED
MAR 4 - 1965
FOR FILING

6.14

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Molle' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made by your people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

11 February 1965

NPWCO-CA

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

11 February 1965

NPWCO-CA

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper please

Dear Mr. Cooper:

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b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-'65

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

Frank D McElwee

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
FEB 1 5 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Irrigon-Umatilla Section
Contract No. 5840 ——————— Boardman Jct.-Irrigon Section
Contract No. 5955 ——————— John Day River Bridge
Contract No. 6014 ——————— Blalock-Arlington, G
Contract No. 6209 ——————— Arlington Viaduct
Contract No. 6219 ——————— Heppner Jct. Interchange and N. Unit,
Contract No. 6292 ——————— Heppner Jct.-Rhea
Heppner Jct. Interchange Structure
Contract No. 6314 ——————— E. Unit, Arlington-Heppner Jct.
Contract No. 6349 ——————— Blalock-Arlington, Stone Base and Oil
Contract No. 6351 ——————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6388 ——————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6396 ——————— Rufus-Arlington, Roadside Seeding
Contract No. 6544

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 15 1965

FOR FILING

APPROVED
Contingent upon [illegible] of project [illegible] funds [illegible]
Date JAN 25 1965
U.S. Bureau of Public Roads

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Airport Road-Irrigon Section
Date: January 20, 1965
Highway: Columbia River
Contract No.: 6388
County: Morrow
Prefix: 625-1039
Contractor: Rogers Construction Co.
F. A. Project No.: I-80N-5(10)157
Address: 11760 NE Glisan St., Portland, Oregon
Order No.: 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair slope washes caused by flood.

Work has not started.

Location by station numbers:

1150 to 1450

Estimate of quantities and cost:

Equipment Rental	$400.00
Labor	100.00
Total	$500.00
Plus 15%	75.00
Grand Total	$575.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flood Damage

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,237,824.69	
Present estimate of project cost, including $575.00 for work under this order	$2,277,615.19	
Expected ~~under-run~~ over-run amount	$39,790.50	
Expected ~~under-run~~ over-run per cent	1.8	

Submitted by: L. C. Johnson by /s/ John White, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ Office Engineer.

Copy To Young
2-15-65

State Printing

RECEIVED
FEB 15 1965
FOR FILING

STATE COPY

APPROVED
Contingent [illegible] of
project [illegible]
funds [illegible]
Date [illegible] Dist. Engineer
U.S. Bureau of Public Roads

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Airport Road-Irrigon Junction
Date: January 19, 1965
Highway: Columbia River
Contract No.: 6388
County: Morrow
Prefix: 625-1039
Contractor: Rogers Construction Co.
F. A. Project No.: I-80N-5(10)157
Address: 11760 NE Glisan St., Portland, Oregon
Order No.: 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and reinstall approx. 360' of 36" CMP.

Work has not been started.

Location by station numbers:

1312+50	32' of 36" CMP
1325+50	100' of 36" CMP
1346+50	228' of 36" CMP

Estimate of quantities and cost:

Equipment Rental	$1,400.00
Labor	400.00
Total Estimated Cost	$1,800.00
+15%	270.00
Total	$2,070.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flood Damage

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $2,237,824.69
Present estimate of project cost, including $2,070.00 for work under this order: $2,277,310.19
Expected over-run amount: $39,485.50
Expected over-run per cent: 1.8

Space to right of this line is for use of Salem Office

Submitted by: L. C. Johnson by /s/ John White, Resident Engineer
Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer
Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer
Approved: /s/ L. H. Young, Office Engineer.

State Printing

Copy to Young
2-15-65

RECEIVED
NOV 4 - 1964
FOR FILING

6:44

November 2, 1964

Mr. Dewey W. West, Jr.
President, Port of Morrow
Mayor, City of Boardman
Boardman, Oregon 97818

Dear Mr. West:

Reference is made to your recent correspondence relative to an off ramp from the relocated Interstate Route 80-N immediately east of Boardman.

We have nothing definite to report at this time except to say that we have been attempting to secure Bureau of Public Roads' approval for such a facility. To date, we have been unsuccessful but have not considered the matter closed.

As soon as something significant develops, we will be glad to let you know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. A. F. Parson

City of Boardman
Morrow County
Boardman, Oregon 97818

NOTED
R. L. PORTER

September 18, 1964

Mr. Forest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

I am sorry that I was unable to attend the meeting with Mr. Cy Cox and the Morrow County Court at 9:00 A.M. on September 18. We were represented by our personnel and they were informed that in the absence of planning and funding the proposed off ramp at the abandoned 730 - US 30 could not be granted. Mr. Cox was presented with the planning for the proposed area and as you know, we are charged with the responsibility of developing the port district and facilities for the Morrow County Port District.

Would you please, upon receipt of this planning document from Mr. Cox, reconsider access to this fine industrial and recreational area. We would like to have a sign on the off ramp from your new 80N highway reading "Boardman Port Area." Please advise us of your final decision on this matter so we can make our recommendations to the Morrow County Court.

Porter - Lets discuss
C

Sincerely,

Dewey W. West Jr.

Dewey W. West, Jr.
President, Port of Morrow
Mayor, City of Boardman

cc: Judge Oscar Peterson

Joe Tatone, Member
~~GEORGE WIESE~~, ~~President~~
Boardman, Oregon
DEWEY WEST, ~~Vice~~ President
Boardman, Oregon
AL LAMB, Secretary
Heppner, Oregon

Port of Morrow
MORROW COUNTY

GARLAND SWANSON, Treasurer
Ione, Oregon
Dick Krebs ~~PAUL SLAUGHTER~~, Member
Cecil ~~Irrigon~~, Oregon

NOTED
R. L. PORTER

September 17, 1964

Mr. Forest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

This is a request that the Oregon Highway Department give serious and earnest consideration to granting an off ramp at the old abandoned US 30 junction immediately east of Boardman, Oregon. This off ramp and the retention of the existing over-pass would handle traffic to the industrial and recreational areas owned by the Port of Morrow immediately north of this junction.

We feel that the Boardman area is entitled to a north arterial road to better serve it's commerce and future development. Would you please give this matter your highest consideration?

Porter

Sincerely,

Dewey W. West

Dewey W. West, Jr.
President
Port of Morrow

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 13, 1964

SUBJECT: Airport Road-Irrigon Jct.
Columbia River Highway
Contract 6388
Railroad crossing permit

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Herewith request by the contractor on the subject contract for the state to obtain railroad crossing permit as outlined on page 92 of the special provisions.

The U.P. Railroad informs us that this existing crossing was private and it was necessary to obtain approval of the U.S. Coast Guard for this crossing. Will you please take the necessary steps to obtain the railroad crossing permit.

A. F. Parson
Division Engineer

By

Alfred Shirley, Jr.
Assistant Division Engineer

AS:dj
Attachment

NOTED
LLOYD P. SHAW

g E

V. P. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

October 6, 1964

Oregon State Highway Department
Mr. L. C. Johnson, Resident Engineer
2050 N. 1st Street
Hermiston, Oregon

Re: State Contract 6558 Railroad Crossing Permit

Dear Sir,

As outlined on page 92 of the above mentioned contract, we would request that we would like to obtain permission to cross the Union Pacific Tracks at R.R.M.P. 161.34.

At the present time there is a planked crossing at this location, and this crossing is in use and available.

This crossing is necessary for our use to haul materials from your State owned pit for the above contract.

Whatever else is necessary to complete this request, please advise and we will furnish to you.

Yours very truly,

ROGERS CONSTRUCTION CO.

Chas R. McInroe

Chas. R. McInroe

NOTED
LLOYD P. SHAW

RECEIVED
AUG 26 1964
FOR FILI

APPROVED
Contingent [illegible] of
project [illegible] additional
funds are [illegible]
Date AUG 1964
Title [illegible]
U.S. Bureau of Public Roads

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Airport Road -- Irrigon Junction
Date July 23, 19 64
Highway Columbia River
Contract No. 6388
County Morrow
Prefix 625-1039
Contractor Rogers Construction Company
F. A. Project No. I-80N-5(10)157
Address 11760 N. E. Glisan St., Portland
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Type "C" Concrete Curb
80 Cubic Yds. Class "A" Concrete--Standard Specifications to govern.
Allowable percentages to Contractor to be in-accordance with State A. G. C. agreement for executed Contract # 6388.

Work Has Not Been Started

Location by station numbers:

Boardman Rest Area - Right & Left of Station 1232 to Station 1240

Estimate of quantities and cost:

Materials --	$3,500.00	-- Includes Concrete, Forming material and other miscellaneous materials.
Labor --	3,000.00	
Equip. Rental --	500.00	
Total --	$7,000.00	
Plus 15% --	1,050.00	
Grand Total --	$8,050.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work called for on plans, but no bid item set up.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,237,824.69
Present estimate of project cost, including $ 8050.00 for work under this order	$2,245,874.69
Expected ~~under-run~~ over-run amount	$ 8,050.00
Expected ~~under-run~~ over-run per cent	0.004%

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

NOTED
LLOYD P. SHAW

State Printing

Copy to Young
8-18

RECEIVED
MAY 22 1964

FOR FILING

6388

May 21, 1964

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

This is to advise you that the request for deletion from Contract No. 6388 of the May 1 completion of embankments was considered and approved by the State Highway Commission April 23.

The Bureau of Public Roads has now indicated concurrence in this matter.

The completion date for the remainder of the work on this contract is unchanged and that date will now become effective as it applies to the embankments on which action was taken. The alteration of completion time on Contract No. 6388 in no way changes the stipulated time of completion on Contract No. 6396, which you also hold.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
L. H. Young

RECEIVED
JUN 25 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 27 1964 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Airport Road-Irrigon Junction	Date	May 19, 1964
Highway	Columbia River	Contract No.	6388
County	Morrow	Prefix	625-1039
Contractor	Rogers Construction Co.	F. A. Project No.	I-80N-5(10)157
Address	11760 N. E. Glisan St., Portland, Oregon	Order No.	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Shape existing Boardman Interchange Site

Work has not started

Location by station numbers:

Left or Noth of Station 1493

Estimate of quantities and cost:

Equipment Rental	$ 710.00
Labor	290.00
Total	$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an anticipated item. Funds have been provided in the Project Authorization. Labor and Equipment rental rates to be in accordance with AGC-State agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,237,824.69
Present estimate of project cost, including $1,000 for work under this order	$2,237,824.69
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~ Office Engineer.

State Printing

original copy To Young 6-23-64

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MAY 11 1964
FOR FILING

FORM E-123X 80M 12-59
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 1, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Revision of Specifications
Airport Road-Irrigon Jct. Section
Columbia River Highway
Project No. I-80N-5(10)157

Dear Sir:

The contract specifications on this project included the provision that the embankment at the ends of the structure at Airport Road Interchange be completed not later than May 1, 1964. This contract was let on February 11, 1964, and this specification was for the purpose of allowing the structure contractor to begin work on this date.

The structure contract (Project No. I-80N-5(12)157) was let on March 20, 1964 and the same contractor was low bidder on this job. We now have a request from the contractor to delete the embankment completion date requirement. The workday count on the structure contract will still begin on May 1 as originally specified, but the deletion of the completion date on the embankment at the structure will allow the contractor to coordinate the two projects at his own convenience.

We recommend that the contractor's request be granted and request your concurrence in this recommendation.

Very truly yours,

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:fp
cc Lloyd Shaw
L. H. Young

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APR 24 1964
FOR FILING

6.11

FORM 2-BOX—90M—12-63 64677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1964

SUBJECT: Airport Road-Irrigon Jct.
Interstate Highway 80-N
Cross Sections, Sta. 1315-1350

To: Mr. A. F. Parson
Division Engineer
P. O. Box 850
La Grande, Oregon

We have a verbal request from Mr. Virgil Weideman, Corps of Engineers, for a copy of the plotted cross sections from Station 1315 to Station 1350 on the subject project. This area is west of Boardman where our westbound lanes and the proposed railroad are very close together. Apparently the Corps is planning some fill between our highway and the proposed railroad.

Would you please arrange to have a copy of these plotted cross sections sent to the Corps of Engineers.

F. D. Morgan
Construction Engineer

By

Donald L. Trout

Donald L. Trout
Rural Engineer

DLT:ra

cc: Lloyd Shaw

NOTED
LLOYD P. SHAW

RECEIVED
APR 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

1-20-64

Sub Airport Rd-Irrigon Jct
Interstate Highway 80N
Cross sections Sta 1315-sta 1350

A.W. Parsons
Dist Engr

We have a verbal request from Mr. Virgil Weideman, Corps of Engineers, for a copy of the plotted cross sections from sta. 1315 to sta. 1350 on the subject project. This area is west of Boardman where our westbound lanes and the proposed railroad are very close together. Apparently the Corp's are planning some fill between our highway and the proposed railroad.

Would you please arrange to have a copy of these plotted cross sections sent to the Corps of Engineers.

F.D. Morgan
Const Engr

Donald L. Trout
Rural Engr

DLT

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APR 16 1964
FOR FILING

April 15, 1964

Oregon State Highway Commission

Gentlemen:

Rogers Construction Company, under terms of Contract No. 6388, Airport Road-Irrigon Junction Section of the Columbia River Highway, has a completion date of May 1, 1964, on grading at the sites of two interchanges. The completion date for the entire project is July 1, 1965.

Subsequent to the award of Contract No. 6388, Rogers Construction Company was awarded a contract to construct the interchange structures for which the May 1 completion of grading had been included in the earlier project. The contractor now asks that the May 1 date be lifted and that permission to construct the project as a unit based on the July 1, 1965 completion date be granted. No change in workdays on the structural contract is requested.

No delay in use of the completed highway from Airport Road to Irrigon Junction is inherent in the lifting of the May 1, 1964 completion date. Your approval of waiving the May 1, 1964 completion requirement in Contract 6388 is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. I. Lindas
H. S. Cox
C. H. Maison

LPS:ajw bbc

FORM E-30 50M 3-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1964

SUBJECT: Airport Road-Irrigon Jct. Section
Columbia River Highway
Contract No. 6388

To: Mr. Lloyd P. Shaw
Asst. State Highway Engineer

Building

We have reveiwed your letter of April 7 with respect to the Roger Construction Company's request on the above matter, and it is our opinion that there are no "legal entanglements" involved.

We believe this would be solely a matter of discretion for the Commission.

Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: L. I. Lindas

[illegible]
1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
April 7, 1964

Airport Road-Irrigon Junction Section
Columbia River Highway
Contract No. 6388

Mr. L. I. Lindas
Chief Counsel
Building

Rogers Construction Company holds the subject contract for 9.04 miles, grading and paving, and a later contract awarded since March 10 for two structures within the limits of the prior project. The grading project includes a completion date of May 1, 1964 for ends of the two structures included in the second contract.

By letter of March 30, Rogers requests that a waiver of the completion date for placement of the earthwork at the structure ends be allowed and that completion of the structures as called for within 120 workdays from May 1, 1964, be allowed to govern the total construction included in both contracts. Since the section of highway on which Rogers is working cannot be utilized by traffic until the structures are in place, it appears there is no detriment to the public if the waiver were allowed; however, there are certain legal entanglements here that might prevent it from being so handled.

Will you please give us an opinion on this at your earliest convenience.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1964

SUBJECT: Airport Road-Irrigon Junction Section
Columbia River Highway
Contract No. 6388

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Copies of March 30 letter from Rogers Construction Company to Division Engineer A. F. Parson, and April 1 letter from Mr. Parson to F. D. Morgan are attached. Both are self-explanatory, and are concerned with the contractor's request for waiver of the May 1, 1964 completion date for fill ends at the Airport Road and Boardman Interchanges.

We concur with the recommendation to approve this waiver. However, this is an unusual request and it is entirely possible there are considerations that we do not foresee.

Will you please advise.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: A. F. Parson

[illegible]

[illegible]

FORM E-30 50M 12-63 54678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 1, 1964

SUBJECT: Airport Road-Irrigon Jct.
Columbia River Highway
Contract 6388

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Herewith a letter from Rogers Construction Co. signed by Mr. McInroe asking for a waiver on the May 1, 1964 completion date on the building of the bridge abutments.

Inasmuch as Rogers has both jobs and presumably the completion date on the abutments were set up with the express purpose of allowing the bridge contractor to go to work, we would like to recommend that this waiver be approved.

This was discussed briefly with Mr. Jensen of the B.P.R. this morning so he is familiar with the request.

Will you please advise in order that we may advise the contractor.

A. F. Parson

A. F. Parson
Division Engineer

AFP:dj
Attachment

cc: L. C. Johnson

CONSTRUCTION DIVISION
RECEIVED
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NOTED ☐ ☑ ☐ ☐ ☑
CE ACE ACE COE

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

March 30, 1964

MAR 31 1964
REC'D DIV. OFFICE
LA GRANDE

Oregon State Highway Commission
Division Office
Attn: Mr. A. F. Parsons
La Grande, Oregon

Re: Contract #6388
Airport Road - Irrigon Jct.

Gentlemen:

Under the terms of this contract the fill ends at the Airport Road Interchange and Boardman Interchange are to be completed by May 1, 1964.

We well realize the above work and specifications were part of our obligation on the above contract, however since this contract was awarded to our company, we have also been awarded the contract for building the two structures on the above job. This contract calls for completion of the structures, within a period of 120 work days from a starting date of May 1, 1964. This we will accept in its entirety as to completion dates, however we would like permission of your office as to a waiver of time on the completion of the excavation on the Boardman Interchange and Airport Road Interchange as to completion date of May 1, 1964 for this temporary work for the bridge ends.

We believe that we can perform this work as a combination of both grading and structures in a more satisfactory manner and perform a better job for you, by following our program as outlined above.

If this program is satisfactory, without penalty, please advise us.

Very truly yours,
ROGERS CONSTRUCTION CO.
Chas McInroe
Chas. R. McInroe

CRMcI:ld

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1964

SUBJECT: Airport Road-Irrigon Junction Section
Columbia River Highway
Contract #6388
Contract #6396

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

The throughway agreement and the special provisions covering subject contracts have been investigated to determine what conflict, if any, will arise out of permitting the contractor, (Rogers Construction Company) who holds both contracts, to waive the completion date of May 1, 1964 for the grading at the Boardman and Airport Road Interchanges.

The throughway agreement dated December 23, 1963 stipulates that when Tower Road is closed for work on the Airport Road Interchange, "one or more of the roads which will eventually be closed will remain open to provide access to the throughway."

The following completion dates have been established by the grading and paving Contract #6388:

Overcrossing structure, Boardman Interchange - Sept. 30, 1964.
Overcrossing structure, Airport Rd. Interchange-Oct. 31, 1964.
Relocation of Boardman and Boardman Connection
(Corps of Engineers) Jan. 10, 1965.

The special provisions further stipulate that Fahler and Olson County Roads are to be kept open to traffic "until such time as the connection to the new Boardman Interchange has been completed and open to traffic." Both Fahler and Olson Roads connect with the new alignment very close to grade.

It would appear that the provision keeping Fahler and Olson Roads open until the Boardman Interchange is in operation precludes any conflict with the moving of Boardman. Some conflict could occur with the Corps of Engineers should the contractor not have the grading at Boardman done in time to permit the Corps to meet their January 10, 1965 date of completion for the connection to Boardman Interchange.

Robert M. Allison
Robert M. Allison
County & City Field Engineer

RECEIVED
APR 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 23 1964
ING

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 20, 1964

Umatilla Electric Cooperative Association
P. O. Box 1025
Hermiston, Oregon

ATTENTION: Mr. R. L. Woolley

Re: Highway Changes Nos. 3 and 4
Umatilla Electric Cooperative Association
Airport Road-Irrigon Jct. Section
Columbia River Highway - Morrow County
Project No. I-80N-5(10) 157
Contract No. 6388

Gentlemen:

Your estimate and sketch for the adjustment of the above-captioned facilities, as submitted with your letter of February 27, 1964, have been approved by the State. You are hereby authorized to proceed with the work as of February 25, 1964.

It is our understanding you started this work without proper notification to the State and the Bureau of Public Roads because you were unaware that some of the work was reimbursable. Our Staff Attorney's letter dated January 23, 1964, to the County, a copy of which was sent to you, on page 1 in the second paragraph reads, in part, "The following conflicts are located upon private property:" and then lists conflicts (1), (2) and (3).

Paragraph 2, page 2 of the same letter points out the State is obligated to reimburse the utility for proper and reasonable cost of adjusting those conflicts located on private property.

The fact that you missed the above information and started the work without proper authorization has cost the State approximately 92% of the total value of this work, since that is the amount of Federal participation allowable under the Interstate Highway Act of 1956.

In the future, if you desire reimbursement from the State for relocating conflicts located on private property, be sure to submit the proper estimate and sketch and do not start the work until you have been authorized to do so.

Reimbursement for work performed subsequent to February 25, 1964, in the amount of $293.82 will be made in accordance with paragraph 7-e(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L.P. Shaw ✓
L. H. Young (2)
C. H. Maison
A. F. Parson
L. C. Johnson
L. C. Smitton
J. W. Valentine

RECEIVED
MAR 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 9, 1964

Umatilla Electric Cooperative Association
P. O. Box 1025
Hermiston, Oregon

Attention: Mr. R. L. Woolley

RE: Highway Change Nos. 1 and 2
Umatilla Electric Cooperative Association
Airport Rd.-Irrigon Jct. Section
Columbia River Highway - Morrow County
Project No. I-80N-5(10)157
Contract No. 6388

Gentlemen:

Your estimate and sketch map for the adjustment of the above-captioned facilities on this project, as submitted with your letter of January 24, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed as of March 2, 1964.

Reimbursement for work performed subsequent to March 2, 1964, in the amount of $427.45, will be made in accordance with paragraph 7-e(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Lloyd Shaw
- A. W. Parsons
- L. H. Young
- C. H. Maison
- A. F. Parson
- L. C. Johnson
- L. C. Smitton
- J. W. Valentine

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1964
FILING

March 6,1964

The District Engineer
Corps of Engineers, U. S. Army
Bldg. 602, City-County Airport
Walla Walla, Washington

Att: Virgil Weideman

Gentlemen:

Attached are twelve certified copies of Section III. CONTRACT and Section IV. PERFORMANCE BOND in connection with the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, our Contract No. 6388. These are the twelve certified copies you requested by telephone two or three weeks ago. These may be inserted in the twelve copies of the contract which you now have.

Also, under separate cover, we are mailing today twelve copies of our small size plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JAH:mb
Enc.

FORM E-123X 30M 12-63

RECEIVED
MAR 4 1964
FOR FILING
6311

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 2, 1964

Eastern Oregon Telephone Company
Main and Willow Streets
Pilot Rock, Oregon

RE: Eastern Oregon Telephone Line Adjustment
Airport Road-Irrigon Jct. Section
Columbia River Highway - Morrow County
Project No. I-80N-5(10)157
Contract No. 6388

Attention: Mr. Walter Karnopp

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities near Paul Smith Road on this project, as submitted with your letter of January 3, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of February 27, 1964.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. L. C. Smitton, District Maintenance Superintendent, P. O. Box 459, Pendleton, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. L. C. Johnson, Resident Engineer, 1480 North First, Hermiston, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to February 27, 1964, in the amount of $762.00, will be made in accordance with paragraph 7-e(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
3 1964
ENGINEER

PGP:fp
cc Lloyd Shaw
A. W. Parsons
L. H. Young
C. H. Maison
A. F. Parson
L. C. Johnson
L. C. Smitton
J. W. Valentine

RECEIVED
MAR 9 - 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 2, 1964

Original signed by
G. R. Brooks
Dist. Engineer

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-HA

Oregon Project I-80N-5(10)157, Airport Road-Irrigon Jct. Section
Umatilla Electric Cooperative Association Utility Adjustment

Our memorandum dated November 26, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated December 2, 1963, furnished prior to award of contract for the physical construction, the above-mentioned utility's letter dated January 24, 1964, and the Corps of Engineers' letter dated February 18, 1964 establishing their responsibility for Change #2 in the amount of $292.91, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated February 25, 1964. Reimbursement on an agreed lump sum basis of $134.54 is approved.

Our program memorandum dated October 18, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original to Young
3-9-64

RECEIVED
MAR 5 - 1964
FOR FILING

MEMO TO FILES 2/28/64

6 [illegible] A

RE: Airport Road-Irrigon Jct. Section
Columbia River Highway, Morrow County

On Tuesday, February 25, at 10 A.M. I attended a meeting held in the city hall of Boardman and attended by the following:

Parson?
Ho

Judge Oscar Peterson	Morrow County
Gene Ferguson	Court member, Morrow County
Walter Hayes	" " " "
Harold Sherer	Roadmaster, " "
Herman Winter	District Attorney, " "
F. C. Franzen	Corps of Engineer
A. W. Welch	" " "
H. S. Coulter	Ass't. Division Engr'., O.S.H.D
Dewey West	Mayor of Boardman
Arthur Allen	Councilman of Boardman
Dale Eades	

Mayor West was in nominal charge of the meeting and he made an opening statement regarding the closing of the county roads (as per County,State agreement of December 18, 1963) and then asked for comment from Mr. Franzen. Mr. Franzen stated that the Corps was not responsible for the road closures and that it was not legally bound to replace roads on a distance basis, but rather on a utility basis. County and City personnel then pointed out that the Corps was replacing the city streets but that entrance to town must be by Wilson Road and that this road was not graveled and was virtually impassable during the summer months from Tom's Camp road to Olson Road (a distance of 4 miles). Mr. Franzen then suggested that this problem had two separate parts, namely, (1) The Pool and the Corps part, which had nothing to do with the closure of the various county roads, and (2) The Interstate part which closed the roads but had nothing at all to do with the moving of the town. He than suggested that the State and B.P.R. conduct a study to determine how many of these roads would have been closed and how many would have been overcrossed if the pool were not involved, with the obvious intent that any saving by closing might be expended on aiding in construction of new or present facilities.

Mr. West than asked Mr. Coulter what he thought. Mr. Coulter suggested that Cox explain the present agreement with the County. It just happened that I had the agreement with me so I pinned it on the wall, pointed out all closures, and particularly stressed the new construction of 1.0 mile of Wilson Road easterly to a connection with the Bomber Range Road and the Irrigon Interchange and also the oiling of an additional 0.5 mile of Wilson Road westerly from Rippee Road thereby making a continuous oiled road through this area by jogging 0.5 mile to the south. I stated that in my opinion the easterly portion of the area under discussion was well taken care of. Most persons seemed to agree.

NOTED
R.L PORTER

Mr. Franzen then agreed that he would endeavor to get permission to construct a road from the Boardman Interchange southerly

NOTED
LLOYD P. SHAW

to Kunze Road (which is oiled) instead of stopping at Wilson Road.

The greatest concern remaining is oiling Kunze Road from Tom's Camp road westerly 1.75 miles to a connection with the Airport Road Interchange. Eventually the County wishes complete improvement of Wilson Road and naturally it is seeking all aid possible from whatever sources may be available. I told the committee I would report the request for a study to the front office.

Another meeting is tentatively set for April 7, 10 A.M., at the Boardman city hall with a request that the same group be present.

Another problem was brought up and this deals with a request by a few individuals in the vicinity of, and northerly from the Interstate, on Rippee Road (namely, a Mr. Joe Tatone) for an off-ramp to Rippee Road. Mr. Tatone spoke to me privately regarding this and I told him this would be, in my opinion, impossible. There is a possibility that he will direct a letter to Mr. Cooper regarding this matter.

H. S. Cox
County and City Engineer

HSC:mm

RECEIVED
MAR 2 - 1964

FOR FILING

(.11

477 Cottage Street N.E.
Salem, Oregon 97301

February 27, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

By: G. R. Brooks
District Engineer

Original signed by
G. R. [illegible]
Dist. Engineer

Oregon Project I-80N-5(10)157
Airport Rd.-Irrigon Jct. Section
Eastern Oregon Telephone Co. Utility Adjustment

Our memorandum dated November 26, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated December 3, 1963, furnished prior to award of contract for the physical construction, the above-mentioned utility's letter dated January 3, 1964, and the Corps of Engineers' letter dated February 18, 1964 establishing their responsibility for 50% of the cost, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated February 25, 1964. Reimbursement on an agreed lump sum basis of $381.00, which is one-half the cost of the adjustment, is approved.

Our program memorandum dated October 18, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original to Young
3-2-64

NOTED
LLOYD P. SHAW

RECEIVED
FEB 26 1964
FOR FILING

February 25, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, Contract No. 6388 in connection with Federal-Aid Project No. I-80N-5(10)157.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb

RECEIVED
MAR 2 - 1964
FOR FILING

IN REPLY
REFER TO: 424

NITED STATES
DEPARTMENT OF THE INTERIOR
BU EAU OF RECLAMATION

F ONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

FEB 24 1964

Oregon State Highw. rtm
Salem 10, Oregon

Attn: Mr. T. W. Litchfield

Re: Crossing Agreement
Airport Road-Irrigon Junction Sec.
Columbia River Highway

Gentlemen:

Enclosed is a set plans for the Airport Road-Irrigon Junction Section of the Colum River Highway which has been approved on behalf of the United St. . The plans have been approved pursuant to article 5 of the ssing agreement among the United States, the West Extension ation District and the State of Oregon covering the constructi the Airport Road-Irrigon Junction Section of the Columbia River way, through lands within the boundaries of the West Extension gation District.

One set of the proved plans has been retained in this office for our records.

Very truly yours,

H. T. Nelson
Regional Director

Enclosure

Copy to: Extension Irrigation District, Irrigon, Oregon
 o encl.)

COPIES TO: A.W. Fi[illegible]ons (2)
L.P. SHAW
L.H. YOUNG
F.D. MORGAN
C.H. MAISEN
L.I. LINDAS
A F PARSON
L C JOHNSON
J W VALLENTINE

APPROVED PLANS ARE ON FILE IN U.L.E. OFFICE,
2-27-64

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
FEB 26 1964

RECEIVED
FEB 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1964

FOR FILING

4511 NPWCO-GA

18 February 1964

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Cooper:

Reference is made to your letter dated 31 January 1964 regarding utility adjustments, Umatilla Electric Cooperative Association, Eastern Oregon Telephone Company, Airport Road - Irrigon Junction Section, Columbia River Highway, Morrow County.

In accordance with Article 3b of the subject contract, I hereby approve the accomplishment of the work and authorize reimbursement to you in the amount of $673.91.

Reimbursement for your costs will be made based on your invoice to this office.

Sincerely yours,

J. H. BEDDOW
Colonel, CE
Contracting Officer

original to Morgan
cc Young
2-21-64

RECEIVED
FEB 19 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

February 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-80N-5(10)157, Airport Road - Irrigon Jct. Section
Pacific N. W. Bell Telephone Company Utility Adjustment

Our memorandum dated November 26, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated December 3, 1963, furnished prior to award of contract for the physical construction as now modified by Mr. Litchfield's December 27, 1963 letter, and the above-mentioned utility's letter dated February 3, 1964, as well as the plans and estimate for Plan No. 2 furnished therewith and transmitted with Mr. Litchfield's letter dated February 6, 1964.

Our program memorandum dated October 18, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
2-19-64

NOTED
LLOYD F. SHAW

RECEIVED
FEB 18 1964

IN REPLYING ADDRESS
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RL

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

11 February 1964

Re: Contract No. DA-45-164-CIVENG-61-103
Airport Road-Irrigon Junction Section
Interstate Highway 80N, Structures and
Signing, John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Center & Capitol Streets
Salem 10, Oregon

Dear Mr. Cooper:

The plans, specifications and quantities proposed for construction of the referenced section and pertaining to the U. S. Corps of Engineers project obligation, as submitted in your letter of 7 February 1964, are found to be correct. I approve these documents for advertisement.

The proposed construction of a county road from the Boardman Interchange south to the Wilson Road will be accomplished by a U. S. Corps of Engineer's contract at a later date.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
Contracting Officer

NOTED
LLOYD P. SHAW

RECEIVED
FEB 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1964
OREGON
STATE HIGHWAY COMMISSION

Young
Morgan

RECEIVED
FEB 19 1964

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

February 11, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2EC Salem, Oregon

Original signed by
A. W. Parsons
[illegible]

Oregon Project I-80N-5(10)157
Airport Rd. - Irrigon Jct. Section
Grading, paving and structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6388 to Rogers Construction Company, Inc. of Portland, Oregon, low bidder in the amount of $1,976,777.50 at the January 29, 1964 bid opening.

Mr. Litchfield's December 11, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our November 26, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

It has come to our attention that the U.S. Department of Labor's minimum wage determination decision included in the contract special provisions for this project had expired prior to award date of contract. Our concurrence in award of this contract is with the understanding that you will satisfactorily resolve this matter with your contractor.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-19-64

NOTED
LLOYD P. SHAW

RECEIVED
FEB 13 1964
FOR FILING

February 11, 1964

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on January 30, 1964, accepted your proposal for grading, paving, oiling and structure on the Airport Road-Irrigon Jct. Section of the Columbia River Highway in Morrow County for the sum of $1,976,777.50, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6388. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Oregon Portland Cement Co., Portland

fp

RECEIVED
FEB 13 1964
FOR FILING

February 11, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Airport Rd.-Irrigon Jct.
I-80N-5(10)157

Dear Sir:

Bids were taken on January 29th for construction of the subject-named project. Rogers Construction Company, Inc., Portland, was the low bidder at $1,976,777.50. Concurrence in the award of this project to Rogers has been given us by the U. S. Corps of Engineers. A copy of their concurrence letter is attached.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Your concurrence in award of this contract is requested as of this date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
cc: L. P. Shaw
F. D. Morgan
C. H. Maison

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWSU-PR

6 February 1964

Shaw

Re: Contract DA-45-164-CIVENG-61-103
Airport Rd.-Irrigon Jct. I-80N
John Day Lock and Dam

I-80N-5(10)157

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Approval is granted to award contract for Relocation of the Airport Road-Irrigon Junction Section of I-80N to the low bidder, Rogers Construction, Inc., in the amount of $1,976,777.50.

Since obligations under Contract No. DA-45-164-CIVENG-61-103 are funded by fiscal year, funds for payments will be made available as needed.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
District Engineer

RECEIVED
[illegible] 11 1964
OFFICE ENGINEERING
DIVISION

NOTED
LLOYD P. SHAW

RECEIVED
FEB 10 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 7 - 1964
FOR FILING

February 7, 1964

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the proposed contract for structures and signing on the Airport Road-Irrigon Junction Section of the relocation of Highway 80-N on the John Day Lock and Dam Project.

By authority of Contract No. DA-45-164-CIVENG-61-103, as revised by our mutual agreement, it is your obligation to pay the entire cost of the Boardman Interchange Structure and the signing on westbound lanes from Station 1330+78 to Station 1461+00 and on the eastbound lanes from Station 1370+00 to Station 1444+00 including the entire Boardman Interchange.

Application is hereby made by the Oregon State Highway Department of the State of Oregon at Salem, Oregon for the approval by the District Engineer, Corps of Engineers, of plans, specifications and quantities for the referenced section to be advertised for bidding.

Enclosed you will find detailed estimates for the project with a breakdown of the obligation for the Corps of Engineers. Under the terms of Contract No. DA-45-164-CIVENG-61-103, costs for this project are allocated as follows:

Total Contract incl. 12-1/2% Engineering & Contingencies		$254,864.59
Corps of Engineers' Obligation		
* Boardman Structure	$102,481.30	
Signing (WB Sta. 1330+78 to Sta. 1461+00, EB Sta. 1370+00 to Sta. 1444+00 incl. Boardman Interchange)	14,851.94	
Total Corps of Engineers' Obligation		$117,333.24
Total Oregon State Highway Department Obligation		$137,531.35

The Corps' share of design costs and construction supervision and inspection will be prorated based on the respective obligations and charged to Contract No.

DA-45-164-CIVENG-59-39 and Contract No. DA-45-164-CIVENG-61-103, respectively. Billing to the Corps of Engineers will be made when design and construction are complete.

The following attached detailed estimates substantiate the obligations for this project:

Estimate "A" - Total project including 12-1/2 per cent Engineering and Contingencies.

Estimate "B" - A detailed estimate of the Boardman Interchange structure based on dimensions as shown in the agreement for Contract No. DA-45-164-CIVENG-61-103 and detailed estimate for signing for the area of the Corps of Engineers obligation. During the design of this project it was the desire of this department to increase the mainline roadbed width. The cost for the additional structure length caused by the wider mainline roadbed will be borne by this department. The shorter structure has been designed and these quantities have been computed from that. The revised roadbed width had no affect on the signing. There are, however, six signs that are outside the station limits of the Corps of Engineers' participation. These six signs are a part of the standard signing pattern for this type of interchange. We therefore request that they be paid for by the Corps of Engineers as part of the Boardman Interchange. These are signs numbers 27, 28, 29, 34, 35 and 36 as shown on drawing number S 324 of the plans. Conversely, signs within the limits of your responbility, but relating to other facilities, have not been charged to you.

It had been mentioned earlier that the construction of the proposed county road from the Boardman Interchange south to Wilson Road might be made a part of this structure and signing contract. As of this date, we have received no request from the Corps of Engineers for this work, so no provision has been made in this contract for this work. It is assumed this work will be accomplished during Corps' contracts for the relocation of Boardman.

Your early attention to review and approval of this project will be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

DEK:fp
cc F. D. Morgan
L. H. Young
Ivan Merchant

ESTIMATE "A"
HIGHWAY 80-N LOCATION
AIRPORT ROAD-IRRIGON JUNCTION

Summary of Structure & Signing
Costs & Quantities, Total Project

Sta. 1102+00 to Sta. 1519+79.97
Bk. = Sta. 181+28.15 Ah. to Sta. 240+91.97

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
BRIDGE NO. 9021, AIRPORT ROAD INTERCHANGE UNDERCROSSING				
1. Shoring, Cribbing, etc.	All Required	100%		$ 1,500.00
2. Structural Excavation	Cu. Yd.	180	$ 8.00	1,440.00
3. Structural Excavation Below Elevation Shown	Cu. Yd.	20	10.00	200.00
4. Furnish 10 BP 42 Steel Piling	Lin. Ft.	325	5.00	1,625.00
5. Drive Steel Piles	Only	10	100.00	1,000.00
6. Splice Steel Piles	Only	2	50.00	100.00
7. Class "A" Concrete	All Req.	100%		31,500.00
8. 50' to 55' Type IV Prestressed Beams	Only	4	1,250.00	5,000.00
9. 60' to 65' Type IV Prestressed Beams	Only	4	1,450.00	5,800.00
10. 70' to 75' Type IV Prestressed Beams	Only	8	1,850.00	14,800.00
11. Metal Reinforcement	All Req.	100%		10,320.00
12. Preparation of Slopes	Sq. Yd.	300	1.50	450.00
13. Concrete Slab Riprap	Sq. Yd.	300	7.50	2,250.00
14. 8-inch Metal Drain Pipe	Lin. Ft.	240	4.00	960.00
BRIDGE NO. 8946, BOARDMAN INTERCHANGE UNDERCROSSING				
15. Shoring, Cribbing, etc.	All Required	100%		1,500.00
16. Structural Excavation	Cu. Yd.	360	5.00	1,800.00
17. Structural Excavation Below Elevation Shown	Cu. Yd.	40	5.00	200.00
18. Furnish Treated Timber Piling	Lin. Ft.	360	1.75	630.00

Estimate "A"
Highway 80-N Location
Airport Road-Irrigon Junction

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
19. Drive Timber Piles	Only	18	$ 100.00	$ 1,800.00
20. Class "A" Concrete	All Required	100%		72,675.00
21. Metal Reinforcement	All Required	100%		25,992.00
22. Metal Parapet Railing	Lin. Ft.	560	7.00	3,920.00
23. Preparation of Slopes	Sq. Yd.	310	1.50	465.00
24. Concrete Slab Riprap	Sq. Yd.	310	7.50	2,325.00
25. 8-inch Metal Drain Pipe	Lin. Ft.	140	4.00	560.00
26. 6-inch Standard Steel Pipe	Lin. Ft.	100	12.00	1,200.00
SIGNING				
27. Removal of Existing Sign Installation	All Required	100%		100.00
28. Furnish 8 BP 36 Steel Piling	Lin. Ft.	117	5.50	643.50
29. Drive Steel Piles	Only	10	75.00	750.00
30. Sign Support Footings	All Required	100%		2,640.00
31. Metal Sign Posts	All Required	100%		683.10
32. Single Sign Supports	All Required	100%		9,893.00
33. Double Sign Supports	All Required	100%		1,200.00
34. Wood Sign Posts	All Required	100%		1,720.00
35. Type "A" & "B" Signs in place	Sq. Ft.	2,347	6.30	14,786.10
36. Type "C","D","R" & "T" Signs in place	Sq. Ft.	768	3.65	2,803.20
37. Type "E","F","G"&"M" Signs in place	Sq. Ft.	258	3.80	980.40
38. Type "P" Signs in Place	Sq. Ft.	27	5.00	135.00
	Subtotal			$226,346.30
Anticipated Items	Flagging			200.00
	Subtotal			$226,546.30
	12-1/2% Engineering & Contingencies			28,318.29
	TOTAL			$254,864.59

ESTIMATE "B" *
HIGHWAY 80-N LOCATION
AIRPORT ROAD-IRRIGON JUNCTION

Summary of Structure and Signing
Quantities and Costs, Corps of Engineers

Boardman Interchange Undercrossing
Sta. "WB" 1330+78 to "WB" 1461+00
Sta. "EB" 1370+00 to "EB" 1444+00

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
BRIDGE NO. 8946, BOARDMAN INTERCHANGE OVERCROSSING (264-foot Structure)				
15. Shoring, Cribbing, etc.	All Required	100%		$ 1,500.00
16. Structural Excavation	Cu. Yd.	325	$ 5.00	1,625.00
17. Structural Excavation below elevation shown	Cu. Yd.	30	5.00	150.00
18. Furnish Treated Timber Piling	Lin. Ft.	320	1.75	560.00
19. Drive Timber Piles	Only	16	100.00	1,600.00
20. Class "A" Concrete	All Required	90%		65,407.50
21. Metal Reinforcement	All Required	90%		23,392.80
22. Metal Parapet Railing	Lin. Ft.	528	7.00	3,696.00
23. Preparation of Slopes	Sq. Yd.	310	1.50	465.00
24. Concrete Slab Riprap	Sq. Yd.	310	7.50	2,325.00
25. 8-inch Metal Drain Pipe	Lin. Ft.	140	4.00	560.00
26. 6-inch Standard Steel Pipe	Lin. Ft.	100	12.00	1,200.00
	Subtotal			$102,481.30
SIGNING				
27. Removal of Existing Sign Installation	All Required	20%		20.00
28. Furnish 8 BP 36 Steel Piling	Lin. Ft.	60	5.50	330.00
29. Drive Steel Piles	Only	4	75.00	300.00
30. Sign Support Footings	All Required	43%		1,140.00
31. Metal Sign Posts	All Required	40%		271.59
32. Single Sign Supports	All Required	39%		3,835.00

Estimate "B" *
Highway 80-N Location
Airport Road-Irrigon Junction

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
33. Double Sign Supports	All Required	100%		$ 1,200.00
34. Wood Sign Posts	All Required	30%		516.00
35. Type "A" & "B" Signs in Place	Sq. Ft.	941	$ 6.30	5,928.30
36. Type "C","R","D" & "T" Signs in place*	Sq. Ft.	253	3.65	923.45
37. Type "E","F","G" & "M" Signs in place.	Sq. Ft.	102	3.80	387.60
	Subtotal			$ 14,851.94
	TOTAL			$117,333.24

* There are no Type "T" signs within the Corps' obligation limits. The Type "T" sign is a part of a grouping of signs in bid item No. 36 on the entire contract.

RECEIVED
FEB 11 1964
FOR FILING

NPPSU-PR

6 February 1964

Re: Contract DA-45-164-CIVENG-61-103
Airport Rd.-Irrigon Jct, I-80N
John Day Lock and Dam

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Approval is granted to award contract for Relocation of the Airport Road-Irrigon Junction Section of I-80N to the low bidder, Rogers Construction, Inc., in the amount of $1,976,777.50.

Since obligations under Contract No. DA-45-164-CIVENG-61-103 are funded by fiscal year, funds for payments will be made available as needed.

Sincerely yours,

J. H. SEDDON
Colonel, CE
District Engineer

original To Young
de Morgan
2-11-64

NOTED
LLOYD P. SHAW

RECEIVED
FEB 25 19
FOR FILING

Misc. Contracts and Agreements No. [illegible]

February 4, 1964

Agenda Item 4-b

West Extension Irrigation District
Irrigon,
Oregon

Attention: Mr. Chester Collins
Secretary

Gentlemen:

We are enclosing for the records and files of the West Extension Irrigation District a fully executed copy of a crossing agreement between the State Highway Commission, U.S. Bureau of Reclamation and West Extension Irrigation District in connection with relocation of the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County. We are also sending you the two unsigned copies which you requested.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

cc - T. W. Litchfield

RECEIVED
JAN 3 1 1964
FOR FILING

I. [illegible]

January 31, 1964

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: DA-45-164-CIVENG-61-103
Airport Rd.-Irrigon Jct.
I-80N-5(10)157

Dear Sir:

Reference is made to the relocation of the Airport Road-Irrigon Junction Section of I-80N on the John Day Lock and Dam project.

Bids for the relocation were received and read January 29, 1964, in accordance with Oregon State Highway Department procedures. The low bidder, Rogers Construction, Inc., is a qualified contractor and the bid was substantially below the engineer's estimate. Enclosed are three copies of the tabulation of contract quantities extended by the low bid unit amounts. Also enclosed is a tabulation of our respective obligation quantities and extended prices.

Under the terms of Contract No. DA-45-164-CIVENG-61-103, costs for the work, using contract bid prices, are to be allocated as follows:

Total contract including 12½% Engineering and Contingencies	$2,237,824.69
Corps of Engineers' Obligation.	617,457.20
Oregon State Highway Department Obligation.	$1,620,367.49

The Corps' share of design costs and construction supervision and inspection expense based on our respective obligations is 32.2%. Billing will be made upon completion of construction.

Your concurrence in award of this contract to Rogers Construction, Inc., on the basis set forth is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Asst. State Highway Engineer

LHY:mb
cc: BPR
L. H. Young
F. D. Morgan
Ivan Merchant
C. H Maison
J W Nash

RECEIVED
JAN 10 1964
FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

I-2N- [illegible] 57
NPWEN-RL

3 January 1964

Re: Contract No. DA-45-164-CIVENG-61-103

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Cooper:

Reference is made to my letter of 19 November 1963 in which I approved for advertisement the Airport Road to Irrigon Junction plans for the construction of Interstate Highway 80N, and to my subsequent phone calls of approximately 18 December, in which you were advised that this office did not have the necessary authorization to expend Federal funds for the contribution of the John Day Project to this construction work.

We have now received both the necessary appropriation and authorization to permit us to contribute to the portion of this section of the highway which is the responsibility of the Government. It is therefore requested that you advertise this work as soon as convenient.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
Contracting Officer

Copies To Morgan
Young
1-10-64

RECEIVED
JAN 8 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 1964
FOR FILING

E-RON-5(10)-[illegible]
[illegible]
[illegible]

December 31, 1963

Oregon State Highway Commission

Gentlemen:

Relocation of the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County conflicts with existing facilities of West Extension Irrigation District and makes necessary relocation of these facilities.

A crossing agreement which provides that existing crossing rights of the Irrigation District be relinquished to the State and that replacement facilities be provided the District is presented for your consideration.

Replacement facilities, which include a 3' x 3' reinforced siphon, trash rack, settling basin, ditch riders road, and ditches to connect the existing system, under the agreement will be constructed by the State without cost to the District. The agreement establishes limits of responsibility for maintenance of relocated irrigation facilities.

Severance damages in the amount of $650.00 and a pro rata share of the District's indebtedness to the United States covering [illegible].7 acres of irrigable land to be acquired by the State as highway right-of-way amounting to $751.56 are established by the agreement as a State obligation. The [illegible].7 acres will be excluded from the District and will cease to be subject to assessment for irrigation purposes.

This matter will be presented at the January 30 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
F. D. Morgan
C. H. Maison

LPS:ajw bbc

MISC. CONTRACTS and AGREEMENTS No.

RECEIVED
JAN 16 1964

FOR FILING
[illegible]

[illegible]

Salem, Oregon
December 23, 1963

Agenda Item 4-d

Throughway Agreement
Airport Road-Irrigon Junction Section
Columbia River Highway
Morrow County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of a throughway agreement with Morrow County covering the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Morrow County.

Secretary

rn
Attach: 1

RECEIVED
DEC 26 1963
FOR FILING

I-[illegible]

FORM 1E-183X 50M 6-63
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 18, 1963

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

RE: Utility Adjustments
Airport Road-Irrigon Jct. Section
Columbia River Highway
Morrow County
Project No. I-80N-5(10)157
Your File: NPWRE-AQ
John Day Lock and Dam Project
Relocation of Pacific N.W.
Bell Telephone Co. Facilities

Dear Sir:

This is in reply to your Mr. Max K. Tysor's letter dated November 27, 1963 to our Mr. Leonard I. Lindas in which he asks for information regarding the Pacific Northwest Bell Telephone Company lines in the Boardman area.

Our records here show no permits have been issued to the Pacific Northwest Bell Telephone Company in the Boardman area on the existing highway. However, we do have the following pole line permits on file:

Umatilla Electric Cooperative Association, Permit #3601 dated May 1, 1951, for a crossing at Station 1344+50 and Permit #3599 of the same date for a crossing at Station 1374+00.

Boardman Telephone Company (now Eastern Oregon Telephone Company), Permit #3539 dated February 16, 1951, for a crossing at Station 1365+80.

These stations mentioned are on the alignment for the existing highway which will ultimately be abandoned and now lies on the south side of the existing townsite of Boardman. For further information as to existing permits, please contact Mr. L. C. Smitton, our District Maintenance Superintendent, in Pendleton, phone 276-1241.

However, at this time I should like to discuss the adjustment of the utilities in this area which conflict with the proposed construction. The line mentioned in Mr. Tysor's letter located on the east side of Fahler Road crosses the common centerline of the proposed highway at Station 1369+90 and involves three poles which must be adjusted to clear the proposed construction. You will find attached a copy of our letter to the telephone company dated December 3, 1963 in which we request the company to move their facilities. This letter explains this conflict and others and the estimate which we require from the telephone company. Since the Corps of Engineers is responsible for the cost of constructing the westbound lanes, we feel the Corps should stand one-half the cost of the amount the State would be required to pay for this adjustment.

There are telephone aerial cables which will conflict on the proposed construction on the west side of Paul Smith Road. This consists of three poles owned by the Eastern Oregon Telephone Company and crosses the proposed common centerline at Station 1356+40. You will find attached a copy of our letter to the telephone company dated December 3, 1963 in which we set forth this conflict along with all the others on the project. Here the adjustment is determined to be 100 per cent reimbursable to the utility, and it is felt that the Corps of Engineers should pay one-half the cost of this adjustment.

On the east side of Ely Road, Umatilla Electric Cooperative Association owns a power line crossing the common centerline at Station 1343+40. This crossing consists of two poles and it has been determined that this adjustment must be made at the expense of the utility as set forth in our letter to them dated December 2, 1963, a copy of which is attached hereto.

Our Field Utilities Liaison Engineer in LaGrande, Mr. J. W. Valentine, has been in contact with your Resident Engineer, Mr. B. W. Molle, and we have been given the following information:

1. Utility crossings of the freeway near the townsite of Boardman will be needed until at least June of 1966.

2. The Corps of Engineers will stand the expense of moving all facilities owned by utilities (and others) which conflict with the proposed pool area whether they are now located on public road right of way or private property.

With this in mind, it can be seen that the Corps of Engineers is obliged to reimburse the utility for adjustments which the State can not. The adjustments as listed in these letters are necessary to keep these lines in service and the utility poles outside the access control lines as required by Federal regulations on Interstate Highways. The final removal cost of these utilities in 1966 or later will be the responsibility of the Corps of Engineers.

I am sorry that we have not given you a better answer to the original question, but this has given us an opportunity to set forth the problem of the utility adjustments in the Boardman area. We will appreciate your comments.

Please address the reply to Mr. F. D. Morgan, Construction Engineer, to the attention of Mr. T. W. Litchfield, Room 209-A, State Highway Building, Salem, Oregon, 97310, and send a copy to Mr. J. W. Valentine, Field Utilities Liaison Engineer, P. O. Box 850, LaGrande, Oregon, 97850.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Enc.
TWL:fp
cc Lloyd Shaw (w/attach.)✓
L. I. Lindas
W. T. Wright
A. F. Parson
C. D. Hiatt
J. W. Valentine

RECEIVED
DEC 1[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

December 17, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.5

Oregon Project I-80N-5(10)157
Airport Road - Irrigon Junction Section
Utility Adjustments

Reference is made to your staff attorney's letters dated December 3, 1963 to the Pacific Northwest Bell Telephone Company and Eastern Oregon Telephone Company. There are obvious discrepancies in these letters.

The letter to Pacific Northwest Bell states conflicts are located upon private property under easement. The letter to Eastern Oregon Telephone Company states conflicts are located upon public road right of way.

Conflicts identified in paragraph (1) for Pacific Northwest Bell Telephone Company lists poles numbered 302 to 309, inclusive. Conflicts identified in paragraph (1) for Eastern Oregon Telephone Company identifies telephone line on Pacific Northwest Bell Telephone Company poles numbers 392 to and including number 309.

These questions should be clarified prior to our concurrence in award of the construction contract on this project.

original To Young
12-23-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 17 1963
FORM E-30 50M 5-62 43906
FOR FILING

I-80N [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1963

SUBJECT:

To: MEMO TO FILE

Colonel Beddow of the Corps of Engineers, Walla Walla, advised by telephone this date that Congress has not as yet passed the Corps of Engineers' Enabling Act so that they can proceed with financial assistance on the Airport Road-Irrigon Junction Section, Columbia River Highway.

Colonel Beddow said he will advise us just as soon as they are able to proceed.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Lloyd Shaw

RECEIVED
DEC 13 1963
FOR FILING

[illegible]

[illegible]

Salem, Oregon
December 13, 1963

Mr. L. H. Young
Office Engineer
Building

In view of no Congressional action on the expenditure ceiling on the John Day Dam project, the Corps of Engineers will be unable to authorize its participation in the Airport Road-Irrigon Junction Section of Interstate 80N.

A telephone conversation with the Walla Walla office this morning indicates the Corps feels no confidence that its funds will be available prior to February 1.

For this reason, any bids we receive on the Airport Road-Irrigon Junction project will be returned to the bidder unopened and the job will be readvertised for a later bid date. Will you please advise all holders of bidding plans by telegram at once that due to financial considerations at the Federal level, and beyond the control of the State Highway Department, this project cannot be made available for bids at the December 17 bid letting.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
DEC 11 1963
FOR FILING

I-80N-5 (10)

Salem, Oregon
December 10, 1963

Mr. Forrest Cooper
State Highway Engineer
Office

Colonel Beddow called at 3:35 p. m. to report there has been no favorable action taken by the House or Senate in regard to funds for the Corps' operation on the Airport Road-Irrigon Junction Section.

The Colonel is of the opinion that unless action is taken Thursday or Friday of this week, the Corps will not have funds available before next January 15 at the earliest. The Corps, at this time, is delaying bids on several of its projects due to this situation.

It appears that if we are unable to clear this up when the Colonel's next report comes in (Thursday of this week), we would be well advised to take similar action.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter

RECEIVED
DEC 11 1963

FORM E-30 50M 5-62 43908

FOR [illegible]

I 80N-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1963

SUBJECT:

To: MEMO TO THE FILE

Colonel Beddow, Corps of Engineers, Walla Walla, called at 4:20 p. m., December 9, in regard to financing the Airport Road-Irrigon Junction Section of Interstate 80N. He explained that the Corps' finances are governed by an appropriation which usually is passed by Congress about September, or in the absence of an appropriation, a resolution to proceed with construction work which also stems from Congress. A ceiling on expenditures also must be extended by Congressional action before further funds can be made available for construction work.

As of today, none of the three Congressional actions has taken place. The House has prepared a bill relating to the extension of the Corps projects' ceiling. At the same time, the Senate has prepared a somewhat similar bill which does not in all respects agree with that of the House. The two bills are in the hands of a joint committee which has been studying the redrafting of both bills to a form acceptable to both Houses.

In the event the committee does not present to Congress, and Congress does not pass a bill to raise the Corps' expenditure ceiling by December 17, Colonel Beddow will be unable to commit funds for the Airport Road-Irrigon Junction project. He feels that if Congressional action is not taken by December 17, there is a strong possibility that Congress may adjourn and will not take this matter up again until some time in January. Colonel Beddow will keep us advised daily by telephone as he receives information from Washington on this matter.

It appears that in the event this is not brought to a satisfactory conclusion within the next day or two, we might consider revising our provisions on this project to a 45-day delay of award, rather than the customary 30 days.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
L. H. Young

RECEIVED
DEC 12 1963

FOR FILING
I 80N-5 [illegible]

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 6, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.7

Oregon Projects I-80N-5(2)145 and I-80N-5(10)157
Airport Road-Irrigon Junction Section
West Extension Irrigation District

Please refer to Utility Liaison Engineer T. W. Litchfield's letter dated December 3, 1963 concerning the proposed crossing agreement between the State of Oregon and the West Extension Irrigation District. The $300.00 per year additional cost of operation due to severing the ditch rider's road is adequately documented. As indicated in discussions with Mr. Litchfield, the 4 percent rate used to estimate the present worth of $300.00 per year should be supported in the appraisal or appraisal review. If this rate can be supported we will approve Federal participation on the basis of a $6,500.00 lump sum settlement as outlined in Mr. H. W. Snell's appraisal review of November 13, 1963. This assumes, of course, that the Irrigation District has a property right in the ditch rider's road.

Paragraph 10 of the proposed crossing agreement indicates that the State is to pay the District $751.56, which represents the District's indebtedness to the United States. As you are aware, we can not participate in such costs if they represent operating and maintenance costs. However, in discussions with Mr. Litchfield it is our understanding that this indebtedness is based on the construction costs of the irrigation facility. We can participate in such a cost if the per acre value estimated in your appraisal is based on sales of similar lands upon which a similar lien exists. Your appraisals must be so documented. While only a small amount of money is involved it would seem appropriate to determine the payment on a present worth basis.

Though your transmittal letter does not so state, in this instance we are considering that your submission also is a request to include the perpetual easement for the United States as an item of right-of-way acquisition. You are authorized to proceed with acquisition of this easement, for use in the construction and maintenance of the connecting ditch, the maintenance and drain pipe, in accordance with subparagraph 2a of IM 30-3-61.

original To Young
12-12-63
cc Wright

NOTED
LLOYD P. SHAW

RECEIVED
DEC 6 - 1963

FOR FILING
[illegible]
[illegible]

December 5, 1963

Oregon State Highway Commission

Gentlemen:

An agreement with Morrow County to establish the Airport Road-Irrigon Junction Section of the Columbia River Highway, State Primary Highway No. 2, as a throughway is presented for your consideration at the December meeting.

The agreement requires the State to construct the project, relocate and construct a portion of Wilson Road, a Morrow County Road, and construct the Airport Road and Boardman Interchanges. It also provides for closure of several county roads at their intersections with the proposed facility.

The County will purchase all right-of-way necessary for said Wilson Road reconstruction, agrees to observe all provisions of the agreement, and further agrees to assume, at its sole expense, all maintenance and jurisdiction of relocated Wilson Road upon its completion by State.

The above matter will appear on the agenda for the December 18 Commission meeting and your approval and authorization for the Secretary's confirmation are recommended on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

DNH:mm bbc

RECEIVED
DEC 2 - 1963

FOR FILING

782

477 Cottage Street N.E.
Salem, Oregon 97301

November 26, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer   By: G. R. Brooks
08-35.2DA Salem, Oregon   District Engineer

Oregon Project I-80N-5(10)157
Airport Road - Irrigon Junction Section
Grading, Paving & Structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired with relocation advisory assistance provided as indicated in Mr. Wright's November 18, 1963 letter except for six parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action. In addition, it is our understanding that you will investigate further as to whether obtaining power site withdrawal parcels subject to the provisions of Section 24 of the Federal Power Act would require you to relocate or reconstruct the present improvement at your own expense to avoid interference with any power developments not currently underway.

The use of the December, 1963 Supplemental Standard Specifications for Metal Pipe Materials for Culvert, Siphons and Underdrains is approved for this specific project.

The pavement type selection for the project is accepted on the basis of documentation including your July 29, 1963 "Project Base Design" sheet and attachment therewith as well as the supplemental information furnished in your November 15, 1963 letter to the Corps of Engineers justifying the bituminous base. However, this acceptance should not be construed as an agreement

original to Young with attach.
12-2-63

NOTED
LLOYD P. SHAW

establishing eligibility of the future 1-1/2" asphaltic concrete surface for Federal participation.

Participation in the cost construction of the extension of Wilson Road easterly to Bomber Range Road is approved on the basis of information furnished by Mr. Barbee's November 7, 1963 and November 19, 1963 letters supporting this method of restoring local traffic circulation. Approval is with the understanding that this improvement will be added to the county's Federal-aid Secondary System.

Your October 22, 1963 and November 20, 1963 status reports of preparatory work for utility adjustments indicate that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate and design plans approval by the West Extension Irrigation District also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments,with the exception of the West Extension Irrigation District adjustment included in the contract, is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Attachment

RECEIVED
NOV 21 1963
FOR FILING

NPWEN-RL

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

19 November 1963

Re: Contract No. DA-45-164-CIVENG-61-103

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center & Capitol Streets
Salem 10, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Mr. Cooper:

Reference is made to your letter of 15 November 1963 which requests my approval of the plans and specifications for the construction of the Airport Road-Irrigon Junction section of Interstate Highway 80N which is in part a responsibility of the United States Government due to the John Day Lock and Dam Project.

I have signed that portion of the drawings which pertain to the responsibility of the Government and approve the advertisement of this job for bids. We have examined the breakdown of the costs which are attributed to the Government and with the concurrence of Mr. Don Trout of your office, have reduced that portion of Item 61, sprinkling, from 6,010 Mgal to 3,780 Mgal. The computation contained in your letter was apparently based on the proportional amount of excavation wherein it should have been based on the proportional amount of embankment which is the responsibility of the project. This reduces the estimated project cost for Item 61 from $18,030.00 to $11,340.00. We also consider that Item 72, Railroad Protective Costs, and the portion of the specifications referring to this item, are not required as there is no work required in the immediate vicinity of the operating Union Pacific Railroad. The only action which would be required by the contractor if he utilizes the material sources shown in Section 12, T5N, R24E, WM, would be a crossing permit from the railroad. These revisions would, therefore, reduce the estimated Corps of Engineers obligation to $752,973.30 and the applicable percentage of preliminary engineering and design, and construction supervision and inspection costs to 31.5 percent.

Copies To Young
Morgan 11-21-63

The approval stated above will also constitute our approval for the revised design of the paving and the revision to the station limits for the Corps of Engineers obligation due to the moving of the Boardman Interchange as discussed in your letter.

Sincerely yours,

J H Beddow

J. H. BEDDOW
Colonel, CE
Contracting Officer

NOTED
LLOYD P. SHAW

RECEIVED
NOV 1 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1963
FOR FILING

FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 18, 1963

Right of Way Status
Airport Road-Irrigon
Junction Section
Grading and Paving
December 18 Bid Opening

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Filings have been delayed somewhat on this project since it was removed from the November letting list. Two files in private ownership remain outstanding:

File No. [illegible] - Adm.		$ 5,100
File No. [illegible] - Neg.		$ 5,500
	Total	10,600

Filings will be made very soon on both properties.

Additional files in public ownership remain outstanding:

Files 33563 and 36247 - State Board of Control

Our negotiations on these files have been delayed somewhat by current developments in the acquisition of the Boardman Industrial site. We are assured of a Permit of Entry in the event that final decisions have not been made to permit the passage of deeds prior to the bid opening.

File No. 33509 - BLM is another power site withdrawal which is now before the Federal Power Commission for action. Recommendation is favorable.

File No. 35744 covers a parcel which was inadvertedly procured by the Corps of Engineers for the highway project. This parcel will be deeded to us by the Corps.

Relocation advisory assistance has been offered to the one person eligible for it.

NOTED
LLOYD P. SHAW

All lands required for construction of this project will be delivered to the contractor on the letting date unencumbered and available for immediate use and occupancy.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SH
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
C. H. Maison

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NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 3 - 1963

FORM E-30 5OM 3-63 63607
FOR FILING

I-80N-5(10)157

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1963

SUBJECT: Airport Rd.-Irrigon Jct.
Interstate Highway 80-N

To: Mr. L. P. Shaw
Ass't. State Hwy. Engr.
BUILDING

301

Reference is made to a letter of November 6, 1963, concerning status of the subject project.

This project is designed with 6:1 rock and ditch slopes and a plant mix type base design. The Corps of Engineers obligation was computed on this design and presented to them. They refused to accept this proposal for three main reasons that are different than the agreement. They would not participate in the additional subgrade width caused by the 6:1 rock and ditch slopes as the agreement calls for 4:1 rock and ditch slopes. They objected to our new base design as it was different than the base in the agreement. They said they would only approve our new type base if it cost no more than the base in the agreement. The other point they questioned was the fact that we did not design the subgrade in the inundated area with five feet of freeboard above the high pool. We designed for approximately three feet of freeboard because the location of the railroad is so close that any waves formed in this narrow pool of water would be slight. They later conceded on this point so we left the subgrade elevation where we had it.

We have recomputed the Corps' obligation of earthwork and drainage on roadbed dimensions shown in the agreement which have 4:1 rock and ditch slopes. The surfacing for their obligation has been computed on the plant mix base but with 4:1 rock slopes. Comparative figures have been compiled on both base designs to prove to them that the plant mix base is more economical. The savings amounts to approximately $13,200 for their obligation.

We presently plan on having the Corps of Engineers' obligation computed and have this material and plans taken to Walla Walla to be there at 8:00 A.M. Monday, November 18, to get their concurrence on quantities and have the plans signed.

F. D. Morgan
Construction Engineer

By D J Barbee
D. J. Barbee
Ass't. Construction Engineer

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LLOYD P. SHAW

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NOV 1 [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

DLT:ra

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

Shaw

NPWEN-RL

6 November 1963

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Center and Capitol Streets
Salem 10, Oregon

Dear Mr. Cooper:

We have received four letters from your office relating to the work to be performed by the department in the vicinity of Boardman, Oregon. These letters are dated 7 October, 14 October, and two are dated 18 October.

On 30 October 1963 Mr. Hansens visited your office and conferred with representatives of the Construction Division regarding the Airport Road to Irrigon construction plans, which have been forwarded to us and which were discussed in the above-referenced letters. As a result of this meeting, it is our understanding that revisions may be made in the construction plans, and that a new determination of the respective financial responsibilities of our organizations will be made and transmitted to us shortly.

Sincerely yours,

J. H. BEDDOW
Colonel, CE
Contracting Officer

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LLOYD P. SHAW

NOTED
R. L. PORTER

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NOV - 8 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 19 1963
FOR FILING

November 15, 1963

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the proposed construction by the Oregon State Highway Department of the Airport Road-Irrigon Junction Section of Interstate Highway 80-N in which you share construction obligation in the Boardman Area as part of the John Day Lock and Dam Project.

Application is hereby made by the Oregon State Highway Department of the State of Oregon at Salem, Oregon, for the approval by the District Engineer, Corps of Engineers, of plans, specifications and quantities for the referenced section to be advertised for bidding.

Enclosed you will find the original drawings of the contract plans, specifications and detailed estimates for the project with a breakdown of the obligation for the Corps of Engineers. Under the terms of Contract No. DA-45-164-CIVENG-61-103 costs for this work are to be allocated as follows:

Total Contract incl. 12-1/2% Engineering & Contingencies		$2,691,004.50
Corps of Engineers Obligation:		
Westbound Lanes Sta. 1330+78 to Sta. 1461+00		
Eastbound Lanes Sta. 1370+00 to Sta. 1444+00		
Boardman Interchange	$763,663.30	
Total Corps of Engineers Obligation		763,663.30
Total Oregon State Highway Department Obligation		$1,927,341.20

The Corps' share of design costs and construction supervision and inspection will be prorated based on the respective obligations and charged to Contract No. DA-45-164-CIVENG-59-39 and Contract No. DA-45-164-CIVENG-61-103, respectively. The percentage will be 31.9%. Billing to the Corps will be made when design and construction are complete.

This project has been designed with a new type base design and wider subgrade and roadbed ditch width than shown in the agreement for Contract No. DA-45-164-CIVENG-61-103. The Corps of Engineers obligation for grading and drainage is based on subgrade dimensions in the agreement. Surfacing obligation is based on the new base design but figured on the roadbed widths as shown in the agreement for Contract No. DA-45-164-CIVENG-61-103. The new type base design is more economical than the type of base design as shown in the agreement. The savings for the Corps of Engineers obligation for this project amount to $13,207.95. This new base design was also adopted because it was more practical from the standpoint of the subbase material. It is our practice to use gravel subbase material where possible rather than selected earth material from our roadbed cuts. When gravel material is used less thickness is required for both the subbase material and the base rock than when subbase material is made from selected earth material from the roadbed cuts. There are adequate gravel deposits in the Boardman area. If subbase material failure should occur during or after saturation of the inundated area, the finer selected subbase material, from roadbed cuts, would deteriorate easier than a subbase of gravel material. We therefor request that you accept and approve this new base design because of economy, the fact that adequate gravel is available and that it will be more stable.

The following attached detailed estimates substantiate the obligations and differences in surfacing:

Estimate "A"	Total project including 12-1/2% Engineering and Contingencies.
Estimate "B"	Corps of Engineers Obligation based on the base design as shown on the plans but with the ditch and subgrade widths as shown in the agreement. Items marked with an asterisk will reveal the difference of cost for the two base designs.
Estimate "C"	Corps of Engineers obligation based on the base design as shown in the agreement. Items marked with an asterisk will reveal the difference of cost for the two base designs.

Comparative costs for the two base designs are summarized as follows:

1. Total of items marked with an asterisk on Estimate "C"	$651,221.70
2. Total of items marked with an asterisk on Estimate "B"	$639,481.30
Subtotal	$ 11,740.40
+12-1/2% Engineering & Contingencies	1,467.55
Total savings for Corps of Engineers	$ 13,207.95

The station limits for the Corps of Engineers obligation vary from that shown in the agreement due to the fact that the Boardman Interchange was moved from Station 1377+00 to Station 1407+50. The limits of the westbound lane remain the same. The eastbound limits have been moved easterly the same amount the interchange was moved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

DLT:bjm

enc.

cc: F. D. Morgan
cc Forrest Cooper
Lloyd P Shaw

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NOV 18 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1963

U.S. Department of Interior
Bureau of Reclamation
Regional Office, Region 1
P. O. Box 937
Boise, Idaho

Re: Revised Siphon Design
W. Extension Irrigation District
Airport Rd.-Irrigon Jct. Section
Columbia River Highway
Morrow County
Project No. I-80N-5(10)157

ATTENTION: Mr. H. T. Nelson

Gentlemen:

Attached you will find one print each of Sheets No. 2E and 16 which show the revised design of the proposed siphon at Station 1506+90 on this project.

This change was brought about by the fact that the U.S. Bureau of Public Roads did not approve the plans as originally submitted with the encroachment of the irrigation facilities on the right of way opposite Stations 1501 and 1502. Problems were also discovered concerning the detouring of traffic while completing the proposed installation under the existing highway.

Therefore, the whole problem was reassessed and was discussed with your Messrs. Torkelson, Welch, Walker and Randolph by the undersigned in a telephone conversation on November 5, 1963. At that time a siphon of a size equivalent to that now in use was tentatively approved. (The siphon was thought to be 4' x 3'). This was later discussed with Messrs. J. W. Valentine, Field Utilities Liaison Engineer in LaGrande, and Darrell Maxwell, County Extension Agent in Hermiston, who, in turn, discussed the matter with Messrs. Clarence Post and Robert Smith of the District on November 6, 1963. At the November 6 meeting, the District's representatives accepted the proposal of the siphon and the State then proceeded with the revision of the plans.

On November 7 we found reason to question the 4' x 3' size of the existing siphon. We had our Resident Engineer in Boardman, Mr. William Ferguson, obtain an accurate measurement by draining the water from the siphon by using the existing drain gate facility. This measurement revealed the correct

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LLOYD P. SHAW

size of the siphon to be 3' x 3'. Therefore, the current design reflects the correct size of the siphon as now constructed and operating.

The design as submitted herewith is incomplete since the slide gate detail for the drain and the reinforcing steel design are still being finalized by our Bridge Division. There may be some revision in the outside dimension of this structure, but the size of the waterway will remain as shown.

Our design does not show any exact plan for the temporary connection since we are making it the responsibility of the contractor to construct a connection satisfactory to the District, Bureau of Reclamation and the State.

Please review this plan immediately and advise us by return mail of any changes you may require.

We are in the process of revising the Agreement which you returned to us with your letter of October 15, 1963, and it will be forwarded to you for review in the near future.

Bids are currently scheduled to be opened for this project on December 17, 1963, and final construction plans and specifications will be forwarded for your review and approval as soon as they are available.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Attachments

cc: West Extension Irrigation District
Umatilla, Oregon
ATTN: Mr. Clarence Post

Mr. Darrell Maxwell
County Extension Agent
P. O. Box 84
Hermiston, Oregon

L. P. Shaw✓
A. F. Parson
J. W. Valentine

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NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 3-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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NOV 18 1963
FOR FILING

I-SCN [illegible]

[illegible]

November 8, 1963

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy

Re: McNary-Maupin Lines 1 and 2
Tract No. McMa - 56
Airport Road-Irrigon Jct. Section
Columbia River Highway - Morrow County

Gentlemen:

This is in reply to your letter of October 18, 1963, submitting an estimate for the adjustment of four towers near the south leg of Airport Interchange on the above section.

It will not be necessary to raise your lines over this crossing as our survey shows a minimum clearance of approximately 40 feet. Your lines are crossing over a leg of the interchange with a traffic count of less than 100 and we do not feel an upgrading of the crossing to urban standards is necessary now.

Our bridge design for the structure has provided for a 47 foot diameter cargo to be transported by The Boeing Company. This may require raising of the Bonneville Power lines at some future date; if so, it should be negotiated at that time.

You have been provided access to your transmission line right of way from both east and west sides of the Airport Road Interchange. This will be shown on the construction plans. Since this project is currently scheduled to be let on December 17, 1963, you should receive your plans near the end of this month.

Very truly yours,

NOTED
LLOYD P. SHAW

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm

cc: A. W. Parsons
L. P. Shaw
E. F. Saling
A. F. Parson
C. D. Hiatt
J. W. Valentine

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NOV 1 1963

FOR FILING

I-80N-5(10)157

56388

477 Cottage Street N.E.
Salem, Oregon 97301

October 29, 1963

Original signed by
G. R. Brooks
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2DA Salem, Oregon By G. R. Brooks, District Engr.

Oregon Project I-80N-5(10)157
Airport Road - Irrigon Junction Section

Mr. Nash's October 24, 1963 letter requested authorization to advertise seven projects, including the subject project. Such authorization is being withheld on Project I-80N-5(10)157 since the Corps of Engineers has not approved the plans as of this date. In addition, several changes which were discussed with your representatives should be made prior to our approval of the P. S. & E. The other six projects are being authorized by separate correspondence.

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OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
11-1-63

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OCT 30 1963
FOR FILING

FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH R. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 21, 1963

U.S. Department of the Interior
Bureau of Reclamation
Regional Office, Region 1
Box 937
Boise, Idaho

Re: Wilson Road Extension
Airport Rd.-Irrigon Jct. Section
Columbia River Highway
Morrow County
YOUR FILE: 424

ATTENTION: Mr. H. T. Nelson

Gentlemen:

Enclosed you will find prints of Sheets 1, 2A, 19 and Bridge Drawing No. 19377 of this section of the Columbia River Highway. These drawings pertain to the extension of Wilson Road which will be made necessary by the closing of the County Roads which now cross the proposed Interstate Freeway.

In connection with the extension of this road, it is necessary to cross the main canal of the West Extension Irrigation District. Morrow County has agreed to acquire the necessary right of way for this new construction. In order to facilitate the County's dealings with the District and the Bureau of Reclamation, we have drafted an Agreement which we feel conforms to your requirements.

Attached you will find two copies of this proposed Agreement for your review and comment. Please give this matter your earliest attention, since bids are scheduled to be opened for this project on November 19, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm

Attachments

cc: West Extension Irrigation District
Irrigon, Oregon
ATTN: Mr. Chester Collins

Morrow County Court
Court House
Heppner, Oregon

cc: L. P. Shaw
L. H. Young
L. I. Lindas
H. S. Cox
A. F. Parson
J. W. Valentine

FORM E-123X 50M 9-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 21, 1963

Morrow County Court
Court House
Heppner, Oregon

Re: Wilson Road Extension
Airport Rd.-Irrigon Jct. Section
Columbia River Highway
Morrow County

Gentlemen:

Attached you will find two copies of the draft of a proposed Agreement involving the County, West Extension Irrigation District and the Bureau of Reclamation. You will also find attached prints of Sheets 1, 2A, 19 and Bridge Drawing No. 19377 of this section which pertain to the extension of Wilson Road.

It is my understanding that in connection with the construction of this road the County has agreed to acquire all the right of way necessary for this work. Therefore, it will be necessary for a right of way to be obtained across the main canal of the West Extension Irrigation District.

In order to do this the County must enter into an Agreement with the West Extension Irrigation District and the U. S. Bureau of Reclamation. The attached copies of the proposed Agreement have been prepared in the form required by the Bureau of Reclamation.

Please review this Agreement at an early date and return one copy to this office with your comments so that a final draft may be prepared for presentation to the District at their meeting of November 2, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: West Extension Irrigation District
Irrigon, Oregon
ATTN: Mr. Chester Collins

U.S. Bureau of Reclamation
Boise, Idaho
ATTN: Mr. H. T. Nelson

cc: L. P. Shaw ✓
L. H. Young
L. I. Lindas
H. S. Cox
A. F. Parson
J. W. Valentine

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OCT 30 1963
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 18, 1963

Right of Way Status
Airport Road-Irrigon Junction
Section
Columbia River Highway

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

The following right of way files have not yet been secured:

File No. 34063 - Ely	$ 1,175
File No. 34228 - Hug	4,560
File No. 33565 - Eades	360
File No. 33566 - Partlow	3,200
File No. 34095 - Anderegg	2,600
File No. 34096 - Ash	950
File No. 34062 - Hodge	2,750
TOTAL	$15,595

In addition to the foregoing files, which represent private ownerships, we are engaged in the process of securing approvals from the B.L.M. under Right of Way File No. 33509, and the U.S. Navy under Right of Way File No. 36147. We are extinguishing access rights reserved under File No. 16626-Miller, but our action in this respect will not interfere with contract activity.

We believe that appropriate authorizations and the filing of complaints will have been completed on this project prior to the date of bid opening. In our opinion, nothing would be gained by deferring these filings. Negotiations for the Boardman Space Age Park and by the Corps of Engineers and acquisition of the John Day Lock and Dam have lead most property owners to expect a bonanza, which our appraisers are unable to envision. It is possible that settlements may be concluded in some of these properties after completion of filings.

Relocation assistance has been offered to the one displacement on this project—File No. 34094 - Nelson. The improvements on the Nelson property are not saleable. We plan to require the contractor to dispose of these improvements under the clearing and grubbing item. We expect to deliver to the contractor, on date of award, all lands required for construction of the contract, unencumbered and available for immediate use and occupancy.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:DM
cc: Lloyd P. Shaw
L. N. Young
L. I. Lindas
C. H. Nelson

RECEIVED
OCT 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1963

FOR FILING

October 18, 1963

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the proposed Airport Road-Irrigon Junction Section of Interstate Highway 80N in which you share construction obligation in the Boardman area.

As a result of newly adopted design standards by the Oregon State Highway Department, the typical section for the referenced section varies from that shown in Contract No. DA-45-164-CIVENG-61-103. The differences are that the rock surfacing slope has been flattened from a 4:1 slope to a 6:1 slope. This standard has been adopted on all interstate projects, primary routes, and higher-type secondary roads. The base design in the agreement called for select subgrade course over common material, 12 inches of base course, 2 inches of leveling course, a modified O-11 oil mat for temporary surfacing, and 4 inches of asphaltic concrete pavement for permanent surfacing. Our soils tests revealed that 12 inches of select subgrade course was necessary. It was felt that temporary surfacing was not needed on this section as the fills in the inundated areas were small. The new base design calls for 9 inches of stone subbase, 6 inches of bottom course base, 3 inches of plant mix bituminous base, and 4 inches of asphaltic concrete wearing surface. The subbase materials are nearly the same in both designs. The asphaltic concrete wearing surface is the same. A savings is realised in the base rock and plant mix bituminous base in the new base design over the base rock and leveling course of the base design in the agreement. This saving amounts to approximately $50,000 for your obligation in this project.

As we have adopted the flatter rock slopes for our interstate projects, primary routes and higher-type secondary roads, and the new base design is more economical, we ask that you accept this new design.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young

DLT:bjm: ajw

RECEIVED
OCT 22 1963
FOR FILING

October 18, 1963

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the proposed construction by the Oregon State Highway Department of the Airport Road-Irrigon Junction Section of Interstate Highway 80-N in which you share construction obligation in the Boardman area as part of the John Day Lock and Dam Project.

Application is hereby made by the Oregon State Highway Department of the State of Oregon at Salem, Oregon, for the approval by the District Engineer, Corps of Engineers, of plans and quantities for the referenced section to be advertised for bidding.

Enclosed you will find the original drawings of the contract plans and detailed estimates for the project with a breakdown of the obligation for the Corps of Engineers. Specifications are not available at this time, but will be forwarded later. Under the terms of Contract No. DA-45-164-CIVENG-61-103 costs for this work are to be allocated as follows:

Total Contract Incl. 12-1/2% Engineering & Contingencies		$ 2,693,755.13
Corps of Engineers' Obligation:		
2 WB Lanes Sta. 1330+78 to Sta. 1370+00		
4 Lanes Sta. 1370+00 to Sta. 1444+00		
2 WB Lanes Sta. 1444+00 to Sta. 1461+00	$824,051.00	
34% of Total Construction Supervision & Inspection (10% of Bid Items & Extra Work Items)	81,411.27	
Total Corps of Engineers' Obligation		905,462.27
Total Oregon State Highway Department Obligation		$ 1,788,292.86

The Corps' share of Construction Supervision and Inspection for this project was pro-rated, based on ten per cent of the estimated cost of construction bid items and extra work items.

Your early attention to acceptance of this job will be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

DLT:bjm

encs.

cc: F. D. Morgan
Forrest Cooper
Lloyd P Shaw

HIGHWAY 80-N LOCATION
AIRPORT ROAD-IRRIGON JUNCTION

Summary of Construction
Quantities, Total Project

Station "EB" & "WB" 1102+00 to
1519+79.97 Bk.=181+28.15 Ah. to
240+91.97

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1. Clearing and Grubbing	All Spec.	100%		$ 12,000.00
2. Removal of Existing Bridge	All Spec.	100%		6,000.00
3. Drainage Excavation, Unclassified	Cu. Yd.	6,300	$ 3.00	18,900.00
4. Special Borrow Excavation, Unclass.	Cu. Yd.	291,000	0.35	101,850.00
5. General Excavation, Unclassified	Cu. Yd.	1,155,000	0.32	369,600.00
6. Short Overhaul	Yd. Sta.	5,515,000	0.01	55,150.00
7. Long Overhaul	C-yd. Sta.	493,000	0.40	197,200.00
8. Finishing Roadbed and Slopes	All Spec.	100%		13,000.00
9. Rounding Cutbanks	Lin.Ft.	5,500	0.20	1,100.00
10. Furnishing and Placing Topsoil	Cu. Yd.	17,200	1.75	30,100.00
11. Gravel Blanket	Cu. Yd.	82,800	1.50	124,200.00
12. Seeding	Acre	80	150.00	12,000.00
13. Mulching	Acre	10	250.00	2,500.00
14. Grass Seed, Crested Wheatgrass	Lb.	690	0.80	552.00
15. Grass Seed, Hard Fescue	Lb.	350	0.80	280.00
16. Grass Seed, Newport Bluegrass	Lb.	800	1.00	800.00
17. Grass Seed, Chewings Fescue	Lb.	800	0.60	480.00
18. Inorganic Fertilizer, 10-16-8	CWT.	300	5.00	1,500.00
19. 15-inch Culvert Pipe	Lin. Ft.	1,600	4.25	6.800.00
20. 18-inch Culvert Pipe	Lin. Ft.	3,200	5.00	16,000.00

Highway 80-N Location
Airport Road-Irrigon Junction
Summary of Construction Quantities, Total Project

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
21. 24-inch Culvert Pipe	Lin.Ft.	160	$ 7.50	$ 1,200.00
22. 36-inch Culvert Pipe	Lin. Ft.	540	10.00	5,400.00
23. 15-inch Metal Pipe	Lin. Ft.	840	4.25	3,570.00
24. 18-inch Metal Pipe	Lin. Ft.	540	5.00	2,700.00
25. 24-inch Metal Pipe	Lin. Ft.	410	7.50	3,075.00
26. 36-inch Metal Pipe	Lin. Ft.	750	10.00	7,500.00
27. 15-inch Concrete Pipe	Lin. Ft.	16	4.25	68.00
28. 43-inch Arch Type Metal Pipe	Lin. Ft.	590	17.50	10,325.00
29. Extra for Pipe Under Pavement	Lin. Ft.	210	3.00	630.00
30. Salvaging and Stockpiling Culvert Pipe	Lin. Ft.	250	3.00	750.00
31. 15-inch Culvert End Sections	Only	46	40.00	1,840.00
32. 18-inch Culvert End Sections	Only	82	50.00	4,100.00
33. 36-inch Culvert End Sections	Only	3	150.00	450.00
34. 2-inch Water Pipe	Lin. Ft.	400	2.00	800.00
35. 2-1/2-inch Water Pipe	Lin. Ft.	130	2.50	325.00
36. 1-1/2-inch Electrical Conduit	Lin. Ft.	530	2.50	1,325.00
37. Concrete Inlets, Type "G"	Only	4	125.00	500.00
38. Class "A" Concrete in Drainage Structures	Cu. Yd.	340	72.00	24,480.00
39. Metal Reinforcement in Drainage Strs.	Lb.	52,300	0.15	7,845.00
40. Miscellaneous Metal in Trash Rack	All Spec.	100%		250.00
41. Ditch Check	All Spec.	100%		200.00
42. Concrete Ditch Lining	Sq. Yd.	1,500	6.50	9,750.00
43. Metal Guard Rail	Lin. Ft.	17,800	2.50	44,500.00

Highway 80-N Location
Airport Road-Irrigon Junction
Summary of Construction Quantities, Total Project

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
44. Rail End Pieces	Only	64	$ 5.00	$ 320.00
45. Type 2 Barricade	Lin. Ft.	1,200	4.50	5,400.00
46. Salvage Type 2 Barricade	Lin. Ft.	1,200	1.50	1,800.00
47. Guide Posts, W-1	Only	460	7.00	3,220.00
48. Guide Posts, Y-2	Only	260	8.00	2,080.00
49. Guide Posts, Y-3	Only	8	9.00	72.00
50. Type I Fence	Rod	4	6.00	24.00
51. Type 2 Fence	Rod	3,800	7.00	26,600.00
52. Salvage and Reinstall Type I Fence	Rod	770	4.00	3,080.00
53. 16'x48" Metal Gates	Only	6	100.00	600.00
54. Material in Subbase	Ton	254,000	0.58	147,320.00
55. Coarse Crushed Material in Base	Ton	162,000	1.30	210,600.00
56. 3/4"-0 Material in Base	Ton	23,600	1.40	33,040.00
57. Sprinkling	M-gal.	10,000	3.00	30,000.00
58. Preparation of Base	Mile	1.48	500.00	740.00
59. 3/4"-0 Material in Binder Course	Cu. Yd.	144	4.00	576.00
60. Furnishing & Placing Aggregates	Cu. Yd.	900	4.00	3,600.00
61. MC-250 Asphalt	Ton	22	46.00	1,012.00
62. 120-150 Asphalt	Ton	68	44.00	2,992.00
63. RS-1 Asphalt	Ton	26	46.00	1,196.00
64. Plant-mix Bituminous Base	Ton	48,400	3.60	174,240.00
65. Asphalt in Bituminous Base	Ton	1,960	36.00	70,560.00
66. Asphaltic Concrete Mixture	Ton	95,300	3.75	357,375.00
67. Asphalt in Mixture	Ton	5,250	36.00	189,000.00

Highway 80-N Location
Airport Road-Irrigon Junction
Summary of Construction Quantities, Total Project

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
68. Railroad Protective Costs	All Spec.	100%		$ 4,000.00
BRIDGE				
69. Shoring, Cribbing, etc.	All Required	100%		500.00
70. Structural Excavation	Cu. Yd.	70	$ 10.00	700.00
71. Structural Exc. Below Elevation Shown	Cu. Yd.	5	10.00	50.00
72. Class "A" Concrete	All Required	100%		3,000.00
73. 3'x30"x35' Prestressed Slabs	Only	11	575.00	6,325.00
74. Metal Reinforcement	All Required	100%		432.00
	Subtotal			$2,382,049.00
Anticipated Items				
Flagging				1,000.00
Umatilla Electric Cooperative Association				500.00
Pacific Northwest Bell Telephone Company				6,500.00
Eastern Oregon Telephone Company				2,000.00
Signing Temporary				200.00
Painting Cattle Guards				700.00
Painting Traffic Markers				500.00
Equipment Rental, Shaping Existing Boardman Interchange Overcrossing				1,000.00
	Subtotal			$2,394,449.00
12-1/2% Engineering and Contingencies				299,306.13
	TOTAL			$2,693,755.13

HIGHWAY 80-N LOCATION
AIRPORT ROAD-IRRIGON JUNCTION

Summary of Construction
Quantities & Costs,
Corps of Engineers

Station "WB" 1330+78 to "WB" 1461+00 and
Station "EB" 1370+00 to "EB" 1444+00

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1. Clearing and Grubbing	All Spec.	21%	$12,000.00	$ 2,520.00
2. Drainage Excavation, Unclassified	Cu. Yd.	1,050	3.00	3,150.00
5. General Excavation, Unclassified	Cu. Yd.	832,210	0.32	266,307.20
6. Short Overhaul	Yd. Sta.	2,068,270	0.01	20,682.70
7. Long Overhaul	C-yd.Sta.	143,900	0.40	57,560.00
8. Finishing Roadbed & Slopes	All Spec.	21%	13,000.00	2,730.00
9. Rounding Cutbanks	Lin. Ft.	5,500	0.20	1,100.00
10. Furnishing and Placing Topsoil	Cu. Yd.	17,170	1.75	30,047.50
11. Gravel Blanket	Cu. Yd.	33,160	1.50	49,740.00
12. Seeding	Acre	29	150.00	4,350.00
13. Mulching	Acre	10	250.00	2,500.00
14. Grass Seed, Crested Wheatgrass	Lb.	180	0.80	144.00
15. Grass Seed, Hard Fescue	Lb.	90	0.80	72.00
16. Grass Seed, Newport Bluegrass	Lb.	800	1.00	800.00
17. Grass Seed, Chewings Fescue	Lb.	800	0.60	480.00
18. Inorganic Fertilizer, 10-16-8	CWT	110	5.00	550.00
19. 15-inch Culvert Pipe	Lin. Ft.	1,090	4.25	4,632.50
20. 18-inch Culvert Pipe	Lin. Ft.	760	5.00	3,800.00
25. 24-inch Metal Pipe	Lin. Ft.	420	7.50	3,150.00
26. 36-inch Metal Pipe	Lin. Ft.	140	10.00	1,400.00
31. 15-inch Culvert End Section	Only	14	40.00	560.00
32. 18-inch Culvert End Section	Only	11	50.00	550.00

Highway 80-N Relocation
Airport Road-Irrigon Junction
Summary of Construction Quantities & Costs, Corps of Engineers

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
35. 2-1/2-inch Water Pipe	Lin. Ft.	130	$ 2.50	$ 325.00
36. 1-1/2-inch Electrical Conduit	Lin. Ft.	130	2.50	325.00
43. Metal Guard Rail	Lin. Ft.	8,570	2.50	21,425.00
44. Rail End Pieces	Only	26	5.00	130.00
47. Guide Posts, W-1	Only	136	7.00	952.00
48. Guide Posts, Y-2	Only	87	8.00	696.00
49. Guide Posts, Y-3	Only	2	9.00	18.00
51. Type 2 Fence	Rod	1,300	7.00	9,100.00
54. Material in Subbase	Ton	75,820	0.58	43,975.60
55. Coarse Crushed Material in Base	Ton	44,600	1.30	57,980.00
56. 3/4"-0 Material in Base	Ton	10,640	1.40	14,896.00
57. Sprinkling	M-gal.	4,180	3.00	12,540.00
64. Plant Mix Bituminous Base	Ton	13,650	3.60	49,140.00
65. Asphalt in Bituminous Base	Ton	580	36.00	20,880.00
66. Asphaltic Concrete Mixture	Ton	22,810	3.75	85,537.50
67. Asphalt in Mixture	Ton	1,255	36.00	45,180.00
68. Railroad Protective Costs	All Spec.	All Spec.	4,000.00	4,000.00
	Subtotal			$823,851.00
Anticipated Item	Flagging			200.00
	Subtotal			$824,051.00
Construction Supervision and Inspection		34% of $239,444.90		81,411.27
	TOTAL			$905,462.27

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7

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 11, 1963

U.S. Department of the Interior
Bureau of Reclamation
Regional Office, Region 1
Box 937
Boise, Idaho

Re: West Extension Irrigation District
Airport Rd.-Irrigon Jct. Section
Columbia River Highway
Morrow County
YOUR FILE: 420

ATTENTION: Mr. H. T. Nelson

Gentlemen:

This is in reply to your letter of October 2, 1963, with which you sent prints of your Classification Maps of Sections 11 and 12, T. 4 N., R. 25 E., W.M.

As you requested, we have shown the State Highway Right of Way on these maps in red. You will note that on land owned by the United States we have indicated a "R/W Limit by Permit" and also a right of way line. The permit line is 200' from the centerline of our alignment, but we will fence and utilize only 150' of this land. Therefore, this 50' strip should not be considered as excluded from the District, since it will remain usable land insofar as the District is concerned.

As stated in our letter of October 3, 1963, we have changed Sheet #7 of our plans to show the existing 8' x 4' reinforced concrete box culvert to be extended, thus providing for the stream crossing at Station 1240+27.

You have, undoubtedly, reviewed the proposed Agreement submitted to you with our October 3 letter. Since we plan to open bids for this project on November 19, 1963, we will appreciate your earliest reply with your comments on this subject.

I would suggest that a meeting between the Bureau of Reclamation, the West Extension Irrigation District, the U. S. Army Corps of Engineers and the Oregon State Highway Department be held sometime during the week of

NOTED
11/01 D.P. SHAW

October 21, 1963, to resolve the problems of mutual interest on this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: West Extension Irrigation District
Irrigon, Oregon
ATTN: Mr. Chester Collins

District Engineer (w/attach.)
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

L. P. Shaw (w/attach.)
L. H. Young "
L. I. Lindas "
A. F. Parson "
J. W. Valentine "

RECEIVED
[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

CONSTRUCTION DIVISION
[illegible]
OCT 1963

IN REPLY
REFER TO: 420

OCT 2 1963

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem 10, Oregon

Attn: Mr. T. W. Litchfield

Re: Taking of irrigable lands of the West Extension Irr. Dist. for Airport Rd.-Irrigon Jct. Section Columbia River Highway, Morrow County

Gentlemen:

This will confirm the telephone conversation which Mr. Torkelson had with Mr. Litchfield on September 30, 1963.

In addition to the changes in plans for the subject highway, noted in our letter of September 27, structures should be provided for the crossing beneath the highway of the spillway channel. This will require a change on Sheet 7 of the plans.

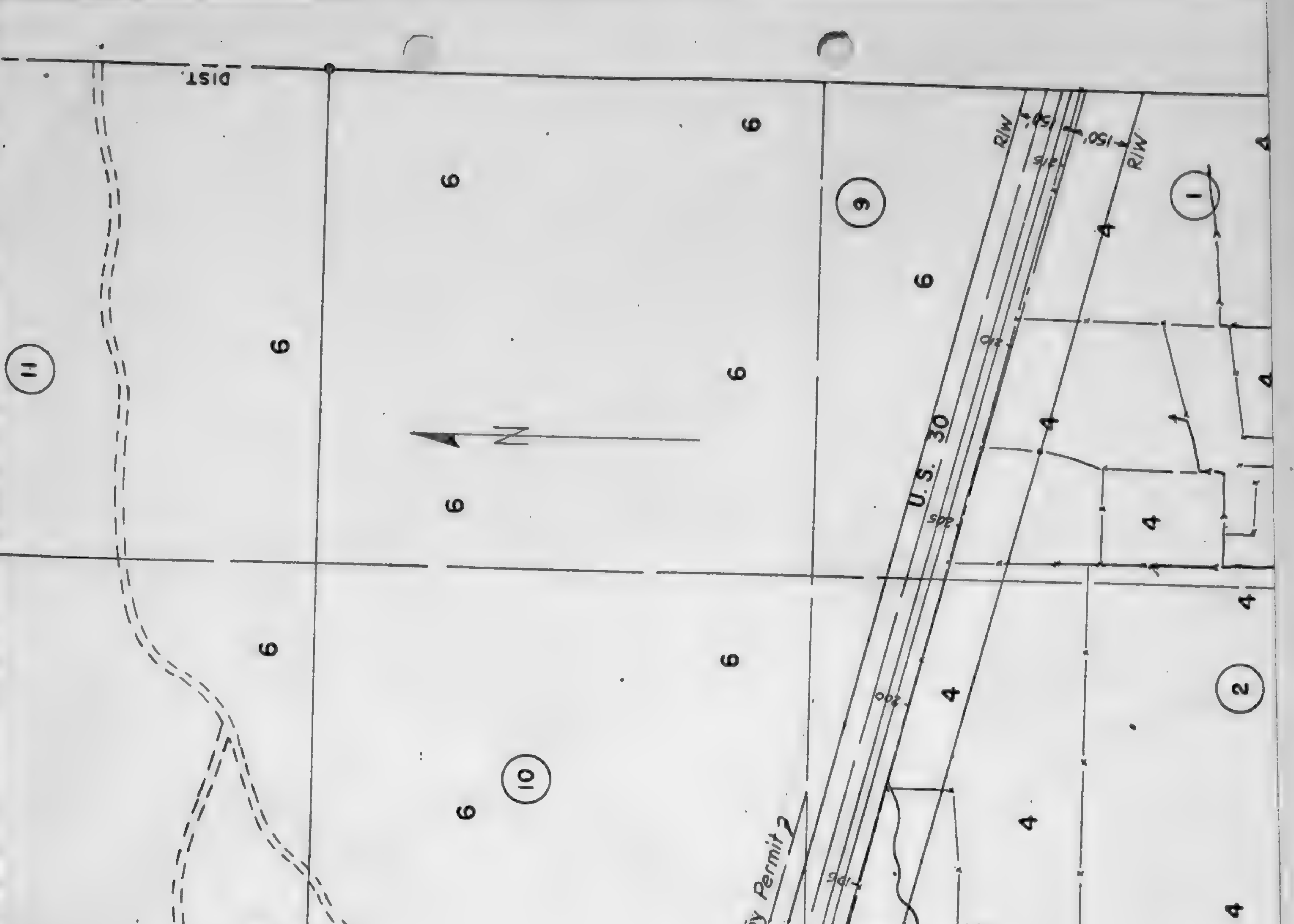
Because the relocated and enlarged highway involves the taking of irrigable lands of the West Extension Irrigation District, the required crossing agreement will provide for payment of the construction charges applicable to such lands as well as any increased O&M costs attributable to the highway construction. Prints of our Land Classification Maps of Sections 11 and 12, T. 4 N., R. 25 E., W.M., are enclosed. It would be appreciated if you would plot the new highway right of way on these prints and return them to us in order that an accurate irrigable area determination can be made.

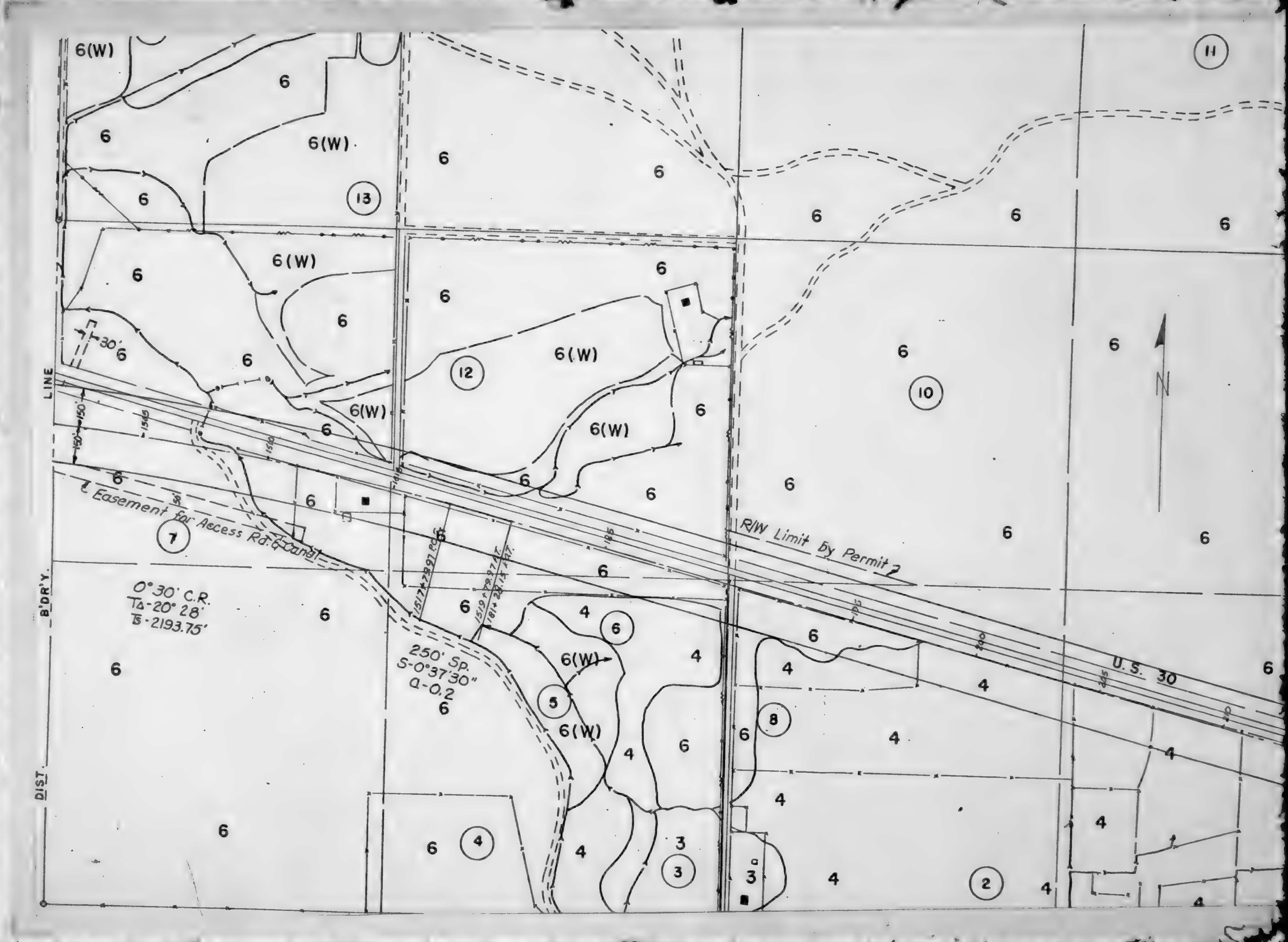
Since the highway relocation and enlargement is due, in part, to the John Day Project of the Corps of Engineers it will probably be necessary to arrange a meeting among all the interested parties at an early date. It is important, therefore, that the enclosed maps be returned as soon as possible in order that accurate irrigable acreages will be available for such a meeting. We will then attempt to arrange a mutually satisfactory time and place for the meeting.

Very truly yours,

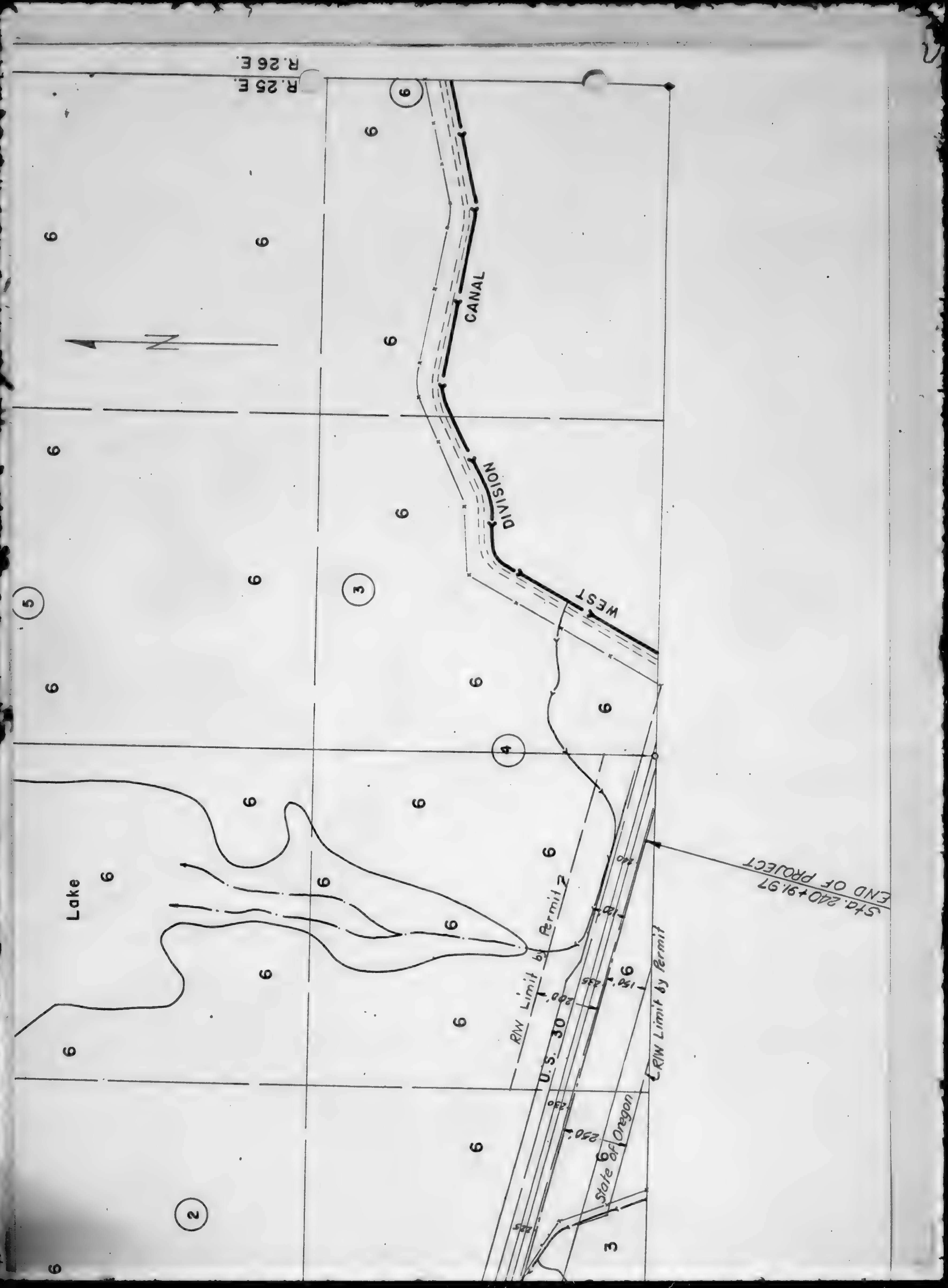
H. T. Nelson
Regional Director

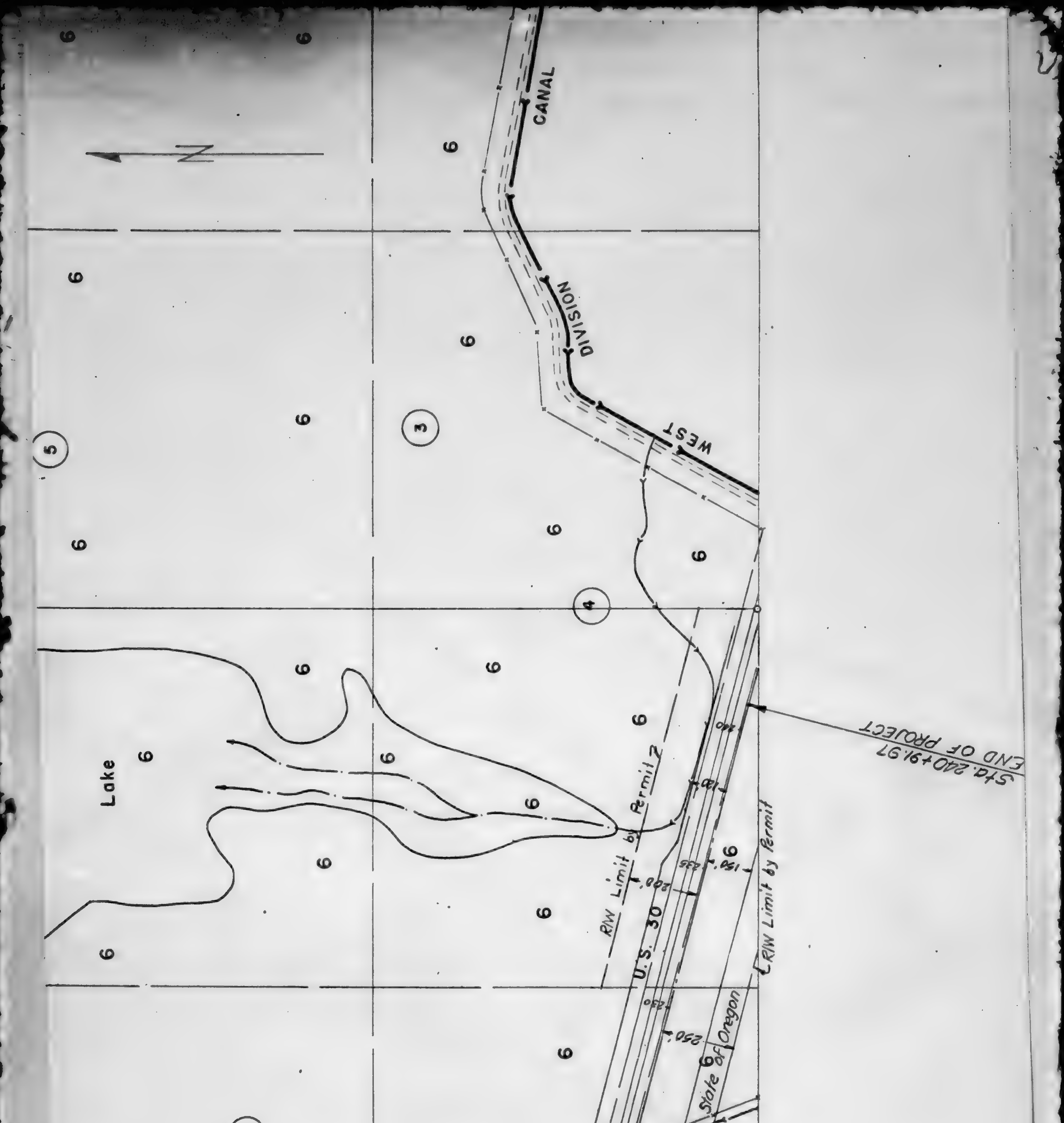
Copy to: The District Engineer, Corps of Engrs., Walla Walla, Wn.
Mr. Chester Collins, West Ext. I.D., Irrigon, Oregon


U.S. 30
R/W Limit by Permit ?
R/W
150'
150'
R/W
DIST
250' SP.
S-0°37'30"
a-0.2
1517+73.97 P.C.
1518+73.97 P.T.
181+28.17 EXT.
6(W)
(1)
(2)
(3)
(4)
(5)
(6)
(8)
(9)
(10)
(11)
(12)
(13)
N



U.S. 30
R/W Limit by Permit 7
℄ Easement for Access Rd. & Canal
N
LINE
B'DR'Y.
DIST.
0°30' C.R.
TΔ-20° 28'
Ts-2193.75'
250' Sp.
S-0°37'30"
a-0.2
1517+79.91 P.O.S.
1519+79.97 P.T.
1814+28.15 A.H.T.
150
150
150
30'
1505
1510
1515
185
195
200
205
⑪
⑩
⑬
⑫
⑦
⑥
⑤
⑧
④
③
②
6(W)
6
4
3


R. 26 E.
R. 25 E.
N
WEST DIVISION CANAL
Lake
U.S. 30
R/W Limit by Permit
R/W Limit by Permit
State of Oregon
Sta. 240+91.97
END OF PROJECT
⑥
③
④
⑤
②
3


N
WEST DIVISION CANAL
Lake
U.S. 30
R/W Limit by Permit
R/W Limit by Permit
Sta. 240+91.97
END OF PROJECT
State of Oregon
R/W
R/W
150'
150'
150'
200'
250'
240
235
230
225
220
①
②
③
④
⑤
⑦
6
3
4

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SEP 30 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Subject: Airport Rd.-Irrigon Jct.
Section I-80N

Dear Sir:

Discussions with the County Court of Morrow County relative to closing existing county roads in the Airport Road-Irrigon Junction Section indicates that the County Court is agreeable to closure of all county roads in this area based on the State's constructing approximately one mile of county road as an extension of existing Wilson Road.

This would extend Wilson Road from Root Lane to Bomber Range Road which presently connects into the Irrigon Junction Interchange. It is the County's contention that all of the roads at present connect into the existing Columbia River Highway and continuity of travel on the road system is maintained, but with the severance of the county roads by the freeway and without the construction of the Wilson Road extension, there would be no continuity of travel.

This matter has been discussed with Mr. Dec and Mr. Brooks of your staff and our estimated cost of the extension of Wilson Road is approximately $35,000.

We are presently intending to advise this section to contract on our November 19 letting and I would request your favorable action on this construction. I am attaching a map showing a present county road system with the closure and the proposed future construction.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee
D. J. Barbee
Asst. Construction Engineer

NOTED
LLOYD P. SHAW

DJB:ra
Attach
cc: Mr. L. P. Shaw ✓

RECEIVED
SEP 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1963
FOR FILING

I-8-56.1

6-88

September 20, 1963

District Engineer
Corps of Engineers
Building 6[illegible] - City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to our proposed contract on Airport Road-Irrigon Junction Section of the Columbia River Highway in which you share obligation for construction in the Boardman area as part of the John Day Lock and Dam project.

We plan to accept bids for this project on November 19, 1963. Is there any reason you cannot meet your financial obligation for this project as scheduled?

Our breakdown of quantities is not complete at this time; however, we have no reason to feel that they will vary appreciably from the estimate in the agreement.

Your early reply to this question will be greatly appreciated as it affects our schedule of final design.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

DLT:fp fn

B

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SEP 30 1963

FOR FILING

I-RAN-[illegible]

[illegible]

Salem, Oregon
September 18, 1963

Airport Road-Irrigon Junction
Columbia River Highway No. 2
Morrow County

Mr. F. D. Morgan
Construction Engineer
Building

The Morrow County Court's refusal to approve plans on the subject project, unless an addition to the existing county road system is made by the State, is discussed in R. H. Prange's Memo to Files, dated September 11.

Will you please follow through with appropriate study and design so that any proposal which would change the original county road, if found acceptable, can be incorporated into plans quickly.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

MEMO TO FILES September 11, 1963

Airport Road-Irrigon Junction Section
Columbia River Highway #2
Morrow County

The Morrow County Court, including Judge Peterson and Commissioners Ferguson and Biegal, were contacted on Monday afternoon, September 9, 1963, by R. H. Prange concerning the above subject. The Court was shown a sketch on which was shown the general details of the project, including alignment, interchanges, and road closures. It was explained that the Highway Department hoped to award a contract for construction to begin in November, 1963, and to be completed in 1965; therefore, the judge and commissioners were asked to give a tentative approval of the project as presented so that final plans could be drawn for use in a formal throughway agreement.

After a lengthy discussion the Morrow County Court unanimously approved a duplicate copy of the attached map with one provision. The county was very much concerned with the closure of Rippee Road approximately two miles east of the proposed Boardman Interchange and the consequent removal of a county road access to the Columbia River Highway in that area. The Court, therefore, approved the proposed plan provided that the State would construct a one-mile extension of Wilson Road from Root Lane east to Bomber Range Road as shown in red on the attached map, which would give the county road users a shorter route of access to the state highway. As an alternative the County suggested a structure carrying Rippee Road over the new highway. There is, however, a high voltage power line crossing at that point and an overcrossing of any substantial height would be a definite hazard; in addition, a structure would not provide an access to the highway at that point and the people living in that area would still be required to travel from two to three miles to the Boardman Interchange for access to the new route.

The members of the County Court would not give their tentative approval to the project without the provision for extending Wilson Road or providing some other type of county road access to the highway east of Boardman. They still feel that they might have been somewhat hasty in signing the agreement covering the construction of the Irrigon Interchange and reconstruction of the Bomber Range Road approach at that interchange. The Court again voiced its objection to the hazardous movement of traffic at the interchange, particularly as it affected the school buses and wheat-haul trucks traveling to and from Bomber Range Road.

The County Judge and Commissioners were informed that their propositions would be given further study in Salem and that they would be advised of the decision of the Highway Department.

The County Court also stated that if the State elects to construct Wilson Road the property owners would give the right-of-way.

NOTED
LLOYD P. SHAW

Robert H. Prange

Robert H. Prange
Field Engineer, County & City Division

RHP:mm
Att.
cc: Lloyd Shaw - [illegible]

MORROW COUNTY COURT

OSCAR E. PETERSON, Judge
Heppner, Oregon

E. O. FERGUSON, Commissioner
Heppner, Oregon

MILTON BIEGEL, Commissioner
Irrigon, Oregon

Heppner, Oregon

September 10, 1963

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SEP 12 1963
ENGINEER
COUNTY & CITY DIVISION

H. S. Cox, County and City Relations Engineer
State Highway Department
State Highway Building
Salem, Oregon

NOTED
R. H. PRANGE

Dear Mr. Cox:

Just a little review of some of the discussions we had here yesterday when Mr. Prange was here and the two commissioners, Ferguson and Biegel, were in. Everything seemed to be most amicable and we made some very fine tentative agreements.

We will be especially pleased if we get the east end of the Wilson Road there in Boardman completed, one mile more or less, to the Bombing Range road. We have been pressed to get this done for some time. Of course there will be a number of closures, County roads to Highway 30, but if the replacement asked for is made, I believe all will be happy.

Also, we talked about some changes there at the junction of U.S. Highway 30, Highway 730, and the Bombing Range Road. This is a badly needed improvement.

Was happy to think that we might reactivate our F.A.S. program. The proposed Extension F.A.S. 444. Certainly this is a much needed improvement and if not too costly, we shall go for it in toto.

Will hope to hear from you soon.

Yours very truly,

Oscar E. Peterson

Oscar E. Peterson
County Judge

OEP:mb

Copies to
Shaw
Barbee

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AUG 22 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

[illegible] REVISED [illegible] ALTERNATE

Section [illegible] Highway [illegible] RIVER [illegible] County [illegible]
Res. Engr. [illegible] Approx. Length of Project 9.3 Miles Sta. [illegible] to Sta. [illegible]

[illegible] Penetration [illegible]

TYPICAL SECTION Traffic Classif. VERY HEAVY

[illegible] Requirements
[illegible] P 3/4" Sieve
[illegible] P 10 Sieve
[illegible] P 200 Sieve
25+ Sand Equivalent

[illegible] of Agg. (Future when required.)
[illegible] of top course A.C.
2" of bottom course A.C.
[illegible] of plant mix bituminous base.

[redacted]

6" of crushed base.
FULL CREDIT
[illegible] of Imported [illegible]

(1)
Sandy Silt

(1)
Typical Soil

[illegible]	LL
[illegible]	PI
65	% P200
[illegible]	% Gravel
[illegible]	Coarse Sand
29	% Fine Sand
62	% Silt
3	% Clay
[illegible]	[illegible] Value (Corrected)

[illegible] CLASSIF. [illegible]

NOTE:
2" minimum A.C. overlay where existing roadway will be utilized.

Other Traffic Classif.	Total Thickness Requirements
HEAVY	[illegible]
MEDIUM HEAVY	[illegible]
MEDIUM	[illegible]

[illegible]	Required	[illegible]
22		22
	Future	1½ A.C.
		23½ FUTURE Total

Location	Lab. No.	S.G.	Type of Material	Max. Size	[illegible] Screens	% Pass [illegible] Screens	[illegible] %	Sodium Sulphate Loss %	LL	PI	To be used [illegible]
Suitable material source to be determined by [illegible]											

REVISED PROJECT BASE DESIGN SUBMITTED TO RECOMMEND THE USE OF PLANT MIX BITUMINOUS [illegible]
[illegible] OF POOR MATERIAL WILL BE ENCOUNTERED AND SHOULD BE [illegible]

[illegible]
cc [illegible] Engineer

Submitted [illegible]

[illegible] Engineer

NOTED
LLOYD P. SHAW

6

PAVEMENT TYPE SELECTION

AIRPORT ROAD- IRRIGON JUNCTION
COLUMBIA RIVER HWY
MORROW COUNTY
Profile 425-[illegible]

Principal Factors Governing Selection

1. Traffic Classification: [illegible] Present ADT 5000 1975 [illegible] ADT 8900 % Heavy Vehicles 15
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration [illegible] Annual Rainfall 12"±

4. Performance of Similar Pavements in Area: Good ? Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4 and 6 an A.C. wearing surface has been selected. A.C. wearing surface was designated in the [illegible] Needs Study

C&A
2666
2682
2847

I-5-5(28) Willamette River-Battle Cr. 1964
250 Jct. Sec., Pacific Hwy. (Intermittent Fencing)
#6389

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APR 29 1965
FOR FILING
I-5-5 (2)

6389

April 27, 1965

Howser Bros., Inc.
1165 12th Street, S.E.
Salem, Oregon

Gentlemen:

Thank you for your recent telephone call informing us that J. C. Denton and Sons, Inc., have paid their account in full.

Our records indicate this to be in reference to the J. C. Denton and Sons, Inc., Contract No. 6389, for intermittent fencing on the Willamette River-Battle Creek Junction Section of the Pacific Highway in Clackamas and Marion Counties.

This information will be noted in our records and we will advise the surety that J. C. Denton and Sons, Inc., have paid their bill in the amount of $109.62.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Fireman's Fund Insurance Company
Portland Office
900 Board of Trade Building
Portland 4, Oregon

J. C. Denton and Sons, Inc.
Rt. 1, Box 1270
Beaverton, Oregon
Commissioners

CWH:fkn

RECEIVED
APR 9 - 1965
FOR FILING

[illegible]

6389

April 8, 1965

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

We have just recently received the attached copy of a claim in the amount of $109.62 which has been filed with the Secretary of State by Hewser Bros. Equipment, Salem, for rental of equipment.

This appears to be in connection with the J.C. Denton and Sons, Inc., Contract No. 6389 for intermittent fencing on the Willamette River-Battle Creek Junction Section of the Pacific Highway in Clackamas and Marion Counties.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc
J. C. Denton & Sons, Inc.
Route 1, Box 1270
Beaverton, Oregon

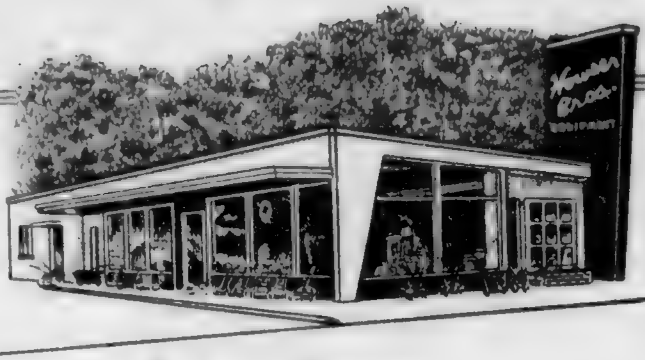
Fireman's Fund Insurance Co.
Portland Office
900 Board of Trade Building
Portland 4, Oregon

Commissioners

Noted on
Card – F.N.

CWH:fkn

Howser Bros.
EQUIPMENT
HARDWARE · LAWN SUPPLIES · RENTALS · PAINTS
1165 SOUTH 12th STREET — PHONE EMpire 3-3646



Salem, Oregon

March 29, 1965

Fireman Fund Insurance Co.
900 Board of Trade
Portland, Oregon

Dear Sir:

RE: Job #6389 State Highway Department

On November 9, 1964 we filed with the Secretary of State (their file #4097-A) a claim for rental of equipment listed: Dump truck, John Deere Loader, and ford tractor with auger; which was rented by the firm of J. C. Denton & Son's of Beaverton, Oregon, in the sum of 109.62 dollars; against the bond taken from Fireman Fund Insurance Co. for the work of intermittent fencing of the Willamitte River, Battle Creek Section of Pacific Highway, Marion and Clachamas County.

To this date we have not recieved payment on this claim and would appreciate your informing us as to when we can expect payment.

Sincerely yours,

Howser Brothers, Inc,
Jack T. Howser

C.C. Cecil Head
State Highway Department

NOTED
C. W. HEAD

RECEIVED
MAR 30 1965
OREGON
STATE HIGHWAY COMMISSION

November 13, 1964

Mr. John C. Howser
c/o Howser Bros. Equipment
1185 South 12th Street
Salem, Oregon

Dear Mr. Howser:

We have received and filed as of this date, a notice of claim by Howser Brothers, Inc., for the rental of equipment listed: dump truck, John Dear Loader and Ford Tractor with auger, which was rented to the firm of J. C. Denton & Sons, in the sum of $109.62 against the bond taken from Fireman Fund Insurance Co. for the work of Intermittent Fencing of the Willamette River, Battle Creek Section of Pacific Highway, Marion and Clackamas County.

Our file no. 4097A.

Sincerely,

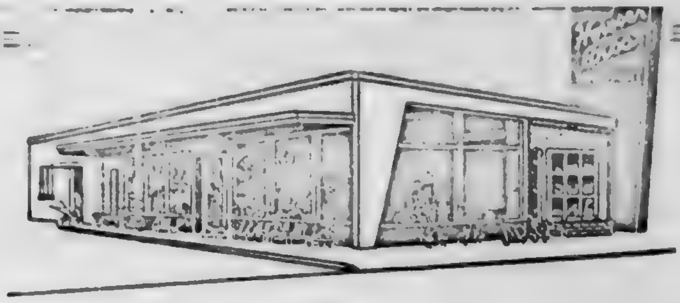
HOWELL APPLING, JR.
Secretary of State

By
Public Records Section
(Miss) Inger Henrikson

IH:f

RECEIVED
APR - 7 1965
OREGON
STATE HIGHWAY COMMISSION

Howser Bros.
EQUIPMENT
HARDWARE • LAWN SUPPLIES • RENTALS • PAINTS
1185 SOUTH 12th STREET — PHONE EMpire 3-3646



Salem, Oregon

November 9, 1964

Mr. H. Appling
Secretary of State
Salem, Oregon

RE: ORS 279.526

to the Oregon State Highway Department

Notice hereby is given that the undersigned, Howser Brothers, Inc., has a claim for the rental of equipment listed: Dump Truck, John Deer Loader, and Ford Tractor with auger, Which was rented to the firm of J. C. Denton & Sons, in the sum of 109.62 dollars against the bond taken from Fireman Fund Insurance Co., for the work of intermittent fencing of the Willamette River, Battle Creek Section of Pacific Highway, Marion and Clackamas County.

Signed John G Howser

CC: J.C. Denton & Sons
Rt.1 Box 1270
Beaverton, Oregon

File #4097A

FILED
NOV 12 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 1965
[illegible]
[illegible] HIGHWAY COMMISSION

RECEIVED
NOV 12 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 14 1964
FOR FILING

December 14, 1964

Fireman's Fund Indurance Co.
3333 California St.
San Francisco, California

Gentlemen:

On November 24, 1964 we wrote you concerning release of final payment on contract 6389, awarded to J.C. Denton & Sons, Inc. for the Intermittent Fencing project on the Willamette River-Battle Creek Junction Section on the Pacific Highway in Clackamas and Marion Counties.

Final payment on this contract is $2,785.50 and the total contract amount is $50,700.20.

No work was performed under force account.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc: Fireman's Fund Insurance Co.
Portland Office
900 Board of Trade Bldg.
Portland 4, Oregon

cc: J.C. Denton & Sons, Inc.
Route 1, Box 1270
Beaverton, Oregon

cc: C.H. Maison
Attn: John Herr

RECEIVED
NOV 24 1964
FOR FILING

[illegible]

[illegible]

November 20, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 23 on Contract No. 6389. The contract was with J. C. Denton & Sons, Inc. and was for intermittent fencing on the Willamette River-Battle Creek Junction Section of the Pacific Highway in Clackamas County and Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on November 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson
R. D. Asburry

hhc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: October 31, 1964

SECTION: Willamette River-Battle Cr.

SECTION PREFIX: 624-1062

HIGHWAY: Pacific

COUNTY: Clackamas & Marion

NAME OF JOB: Willamette River-Battle Creek Jct.

KIND OF WORK: Intermittent Fencing

CONTRACTOR: J. C. Denton & Sons, Inc.

CONTRACT NUMBER: 6389

FEDERAL AID PROJECT NUMBER: I-5-5(28)250

DATE OF CONTRACT: March 12, 1964

DATE WORK STARTED: May 19, 1964

ESTIMATED COMPLETION DATE: October 23, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: Completion Time Limit - October 15, 1964

WORK DAYS USED

PERCENT OF TIME ELAPSED: 103.7%

PROJECT AUTHORIZATION: $62,673.75

ENGINEERING AUTHORIZATION: $4,456.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $58,216.95

ENGINEERING COST TO DATE: $5,402.78

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $50,809.60

PERCENT OF AUTHORIZATION: 121.2%

ESTIMATED PERCENT: UNDERRUN 12.7%

DATE PROJECT WAS COMPLETED: October 23, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
None	None	None	None	None	None	None

	Remove Fence	Type 2 Fence	Type 3 Fence	Reconstruct Type 2 Fence	
MILES IN PROJECT 34.26					
MILES PARTIALLY COMPLETED					
MILES COMPLETED 34.26					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,600 Rods	5,300 Rods	290 Rods	1,350 Rods	
TOTAL QUANTITIES CORRECTED TO DATE	4,305 Rods	4,870 Rods	259 Rods	1,152 Rods	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,305 Rods	4,870 Rods	259 Rods	1,152 Rods	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		
TUESDAY	Showers		
WEDNESDAY	Cloudy		
THURSDAY	Rain		
FRIDAY	Cloudy		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on project completed Friday, October 23.

Will submit semifinal estimate by next Friday.

FINAL REPORT

SIGNED

ADDRESS P. O. Box 30, Salem, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 14 1964

FORM E-20X—50M—12-63 94677
FOR FILING

6289

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1964

SUBJECT:

To:

Mr. R. D. Asburry
Division Engineer
Salem, Oregon

A review of the last construction weekly report on the Willamette River-Battle Creek fencing contract indicates that engineering charges have already overrun 7.5% while the project is only 86% complete.

Please take immediate steps to see that future charges are held to an absolute minimum, and furnish this office with an explanation for the overrun .

F. D. Morgan
Construction Engineer

EAP:dc

cc: Lloyd P. Shaw

RECEIVED
JUL 27 1964

FOR FILING
I-5-5(28)250

477 Cottage Street, N.E.
Salem, Oregon - 97301

6:69

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 23, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

Oregon Project I-5-5(28)250
Willamette River-Battle Creek Junction Section
Progress Voucher No. 1
Net Amount Claimed - $18,280.00

The subject progress voucher is being approved for payment in the reduced amount of $16,996.00.

Amounts deleted consist of the following:

Function 905 - Object 158 Jan.-Dec., 1963	1,143.43
Function 909 - Object 158 " " "	268.01
	1,411.44
Federal Aid Pro-Rata	91%
Net deduction in even dollars	1,284.00

Our memorandum of April 7, 1964 advised that we could participate in these lump sum transfers provided that they were properly supported. We also requested that we be furnished advice as to action taken to support these costs. Since we have not been advised that supporting documentation has been prepared to support these lump sum transfers, your claims for participation can not be allowed.

[illegible]

NOTED
LLOYD P. SHAW

original to Young
7-27-64

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 4-71	FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Clackamas & Marion
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. I-5-5(28)230

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Willamette River to Battle Creek

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-14-63	0.000
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-17-64	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 62,781.00	$ 57,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd B. Snow

Asst State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

G. R. Backlund

By G. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid
Project No. I-5-5(28)250

WILLAMETTE RIVER-BATTLE CREEK JUNCTION SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 20, 1964

Type Code P.E.

Preliminary Engineering	All Required	$ 1,500.00

Type Code Y007
Intermittent Fencing (Sta. 581+74 Thru Equa. 1873+08 = 50+00 and 562+63.30 = 273+82.50 to Sta. 279+00) (Contract 6389)

Removal of Fence, Complete	4,600	Rods	$ 2.50	$11,500.00
Removal of Wood Line Posts	25	Only	10.00	250.00
Removal of Braced Wood Posts	40	Only	10.00	400.00
Type 2 Fence	5,300	Rods	6.00	31,800.00
Type 3 Fence	290	Rods	20.00	5,800.00
Reconstruction of Type 2 Fence	1,300	Rods	2.50	3,250.00
16' Type 2 Single Gates	6	Only	100.00	600.00
New Line Posts in Existing Fence	25	Only	5.00	125.00
New Braced Posts in Existing Fence	55	Only	27.50	1,512.50
New Barbed Wire in Existing Fences	1,350	Rods	0.35	472.50
	Subtotal			$55,710.00
	10% Engr. & Cont.			5,571.00
		Total		$61,281.00

Length of Project - - - - - - 0.000 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,500.00	$ 1,300.00	$ 200.00
Fencing	61,281.00	56,300.00	4,981.00
	$62,781.00	$57,600.00	$5,181.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-5(28)250

WILLAMETTE RIVER-BATTLE CREEK JUNCTION SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 28, 1964

Type Code P.E.

Preliminary Engineering	All Required	$ 1,500.00

Type Code Y-007
Intermittent Fencing (Sta. 581+74 thru Equa. 1873+08=50+00 and 562+63.30=273+82.50 to Sta. 279+00)

Removal of Fence, Complete	4,600 rods	$ 3.50	$16,100.00
Removal of Wood Line Posts	25 only	3.00	75.00
Removal of Braced Wood Posts	40 only	6.00	240.00
Type 2 Fence	5,300 rods	7.00	37,100.00
Type 3 Fence	290 rods	20.00	5,800.00
Reconstruction of Type 2 Fence	1,300 rods	5.00	6,500.00
16' Type 2 Single Gates	6 only	100.00	600.00
New Steel Line Posts in Existing Fence	25 only	2.50	62.50
New Braced Steel Posts in Existing Fence	55 only	25.00	1,375.00
New Barbed Wire in Existing Fences	1,350 rods	0.75	1,012.50
	Subtotal		$68,865.00
	10% Engr. & Cont.		6,886.00
	Total		$75,751.00

Length of Project - - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,500.00	$ 1,300.00	$ 200.00
Fencing	75,751.00	69,000.00	6,751.00
	$77,251.00	$70,300.00	$6,951.00

RECEIVED
MAR 17

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 12, 1964

By:

Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
Acting Division Engineer

08-35.2-EC

Oregon Project I-5-5(28)250
Willamette River-Battle Creek Junction Section
Intermittent Fencing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6389 to J. C. Denton & Sons, Inc., of Beaverton, Oregon, low bidder in the amount of $55,710.00 at the March 10, 1964 bid opening.

Mr. Lloyd P. Shaw's revision letter No. 1, dated February 17, 1964 satisfied comments made in our February 17, 1964 P. S. & E. approval memorandum, relative to allowing alternate type of fence posts on runs longer than 50 rods.

original To Young
3-17-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 12 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 12, 1964

J. C. Denton & Sons, Inc.,
Route 1, Box 1270
Beaverton
Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, awarded to you State Highway Contract No. 6389 for the following project:

Fencing the Willamette River-Battle Creek Jct. Section of Pacific Highway in Clackamas-Marion Counties.

This award was based on your low bid of $55,710.00 which was submitted to the Commission on March 10, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 20 [illegible]

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

February 17, 1964

Original signed by
G. R. Brooks
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer By: G. R. Brooks
08-35.2-DA Salem, Oregon District Engineer

Oregon Project I-5-5(28)250
Willamette River-Battle Creek Junction Section
Intermittent Fencing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use, with relocation advisory assistance unnecessary as indicated in Mr. Moehring's February 6, 1964 letter.

It is our understanding that an addendum letter to the contractor will be prepared allowing alternate type of fence posts on runs of longer than 50 rods in lieu of the mandatory use of steel posts on all construction provided in the specifications.

The use of the January, 1964 Supplemental Standard Specifications for Barbed and Woven Wire Fence is approved for this specific project.

Mr. Young's February 13, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Your February 11, 1964 status report of preparatory work for non-reimbursable utility adjustments indicates that no delays are anticipated.

Attach.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
with attach.
2-19-64

RECEIVED
JUL 3 - 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 1, 1963

08-35.4-DA

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-5(28)250
Willamette River-Battle Creek Section
Pacific Highway

Your submission of May 24, 1963 requesting approval of locked gate accesses for service to existing utilities, subject project, has been received and reviewed.

Since the power installations lying within the access control lines provide service to the weighing station or are covered by permits issued under State Law, it is considered appropriate that they be allowed to remain in place and provision made for adequate maintenance.

The four additional access points by means of locked gates have been approved by our Washington office as requested for placement at or near Stations 751, 1784, 1800, and 1818 with the understanding that the gates will be locked at all times when not in use and that the keys will be retained only by authorized personnel.

RECEIVED
JUL 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
7-3-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 31 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Locked Gate Access
Willamette River-Battle Creek Section
Pacific Highway
Clackamas and Marion Counties
Project No. I-5-5(28)250

Dear Mr. Parsons:

Please refer to our letter of May 16, 1963, requesting the use of locked gate accesses on this project. Attached are three copies of the plan sheets ("Exhibit A") upon which are shown the poles and power lines located within the access control fence.

The disposition of these conflicts in order to conform with Bureau of Public Roads regulations will be as follows:

1. A power line westerly of the highway between Station 602 and Station 616 which provides power for the illumination of the Boones Ferry Road Interchange and the Hubbard Interchange will remain in place. This line will be serviced from the Boones Ferry Road.

2. A power line westerly of the highway between Station 755 and Station 779 which was installed by the power company at the State's request to provide service to a State truck weighing station will remain in place. A locked gate access near Station 751+00 is requested to service this line.

3. A power pole westerly of Station 811+10 will be moved outside of the access control fence.

4. A power pole westerly of Station 931+20 will be moved outside of the access control fence.

5. A power pole westerly of Station 1024+50 will be moved outside of the access control fence.

NOTED
LLOYD P. SHAW

6. A power service consisting of two poles easterly of Station 1163+70 to 1166+60 serving illumination at Woodburn Interchange and will remain in place.

7. A pole easterly of Station 1172+75 will be moved outside of the access control fence.

8. A guy stub easterly of Station 1251+30 will be moved outside of the access control fence.

9. A power pole westerly of Station 1307+92 will be moved outside of the access control fence.

10. A power pole easterly of Station 1334+70 will be moved outside of the access control fence.

11. A Bonneville Power Administration steel tower westerly of Station 1610, a power line crossing near Station 1612+10 and a telephone line crossing near Station 1614+00 will remain in place and be serviced from the Hopmere Road.

12. A power line between Station 1746 and Station 1843+50 on the westerly side of the highway is located on public road right of way and will remain in place. This is in accordance with O.R.S. 758.~~101~~ 010 under the terms of Permit No. 4366 dated May 14, 1954. In order that this line may be serviced without access from the through-traffic lanes, three locked gates are requested in the following locations:

(a) A locked gate westerly of Station 1784 will be entered from the dead end of the North Chemawa Road. Entrance from this gate will provide for service of the line between Station 1746 and Station 1784.

(b) A locked gate near Station 1800 will provide service to the line between Station 1785 and Station 1804. Access to this gate will be made by crossing the Chemawa Indian School property through the equipment underpass.

(c) A locked gate near Station 1818+50 will provide service between Station 1805 and Station 1843+50. This gate will be entered from a county road (Ridge Road) westerly of the highway.

This is in conformance with paragraph 3 of "A Policy on the Accommodation of Utilities on the National System of Interstate and Defense Highways" dated July 30, 1959.

13. A power pole easterly of Station 221+60 will be moved outside of the access control fence.

14. A power pole westerly of Station 231+00 will be moved outside of the access control fence.

15. A telephone pole westerly of Station 377 will be moved outside of the access control fence.

16. A power guy stub westerly of Station 406 will be moved outside of the access control fence.

17. A power pole westerly of Station 507+40 will be moved outside of the access control fence.

Your approval of this method of handling utility adjustment is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: L. P. Shaw
R. D. Asburry
F. W. Sugnet
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
MAY 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Locked Gate Accesses
Willamette River-Battle Creek Section
Pacific Highway
Clackamas and Marion Counties
Project No. I-5-5(28)250

Gentlemen:

Power line poles owned by the Portland General Electric Company are located within the access control fence on this project in the following areas:

(1) Between Station 755 and Station 779, west side.

(2) Between Station 1745 and Station 1845, west side.

The line between Station 755 and Station 779 serves the State scale house located near Station 774, and leaves the highway near Station 778+50. This line was installed at the State's request.

The line between Station 1745 and Station 1845 is on highway right of way under the terms of Permit No. 4366 dated May 14, 1954.

Both of these lines, which were installed prior to the Interstate Act, can be served without access from the freeway or ramps. This can be accomplished by installing locked gates near Stations 751, 1781, 1800 and 1818.

The installation of these locked gates has been discussed with Mr. Willis R. Grafe, Area Engineer for the Bureau of Public Roads by Mr. F. W. Sugnet, Field Utilities Liaison Engineer, on May 8, 1963.

Your approval of the installation of locked gates in these areas is requested.

Very truly yours,

OTED
LLOYD P. SHAW

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: R. D. Asburry
L.P. SHAW
L.H. YOUNG
W.T. WRIGHT

RECEIVED
FEB 11 1963
FOR FILING

PROSPECTUS FOR RIGHT OF WAY FENCE SURVEY
WILLAMETTE RIVER-BATTLE CREEK SECTION
PACIFIC HIGHWAY
CLACKAMAS AND MARION COUNTIES
PREFIX NO. 624-1494

The following prospectus is submitted concerning the above-mentioned section of the Pacific Highway. The northerly terminus is the Willamette River, M.P. 18.4, and the southerly terminus is at Battle Creek, M.P. 51.9. The overall length of the project is 33.5 miles.

When the right of way was originally secured on the above section, property owners were given the option of doing their own fencing, some of which was done with materials that do not conform to our present standards and are deteriorated.

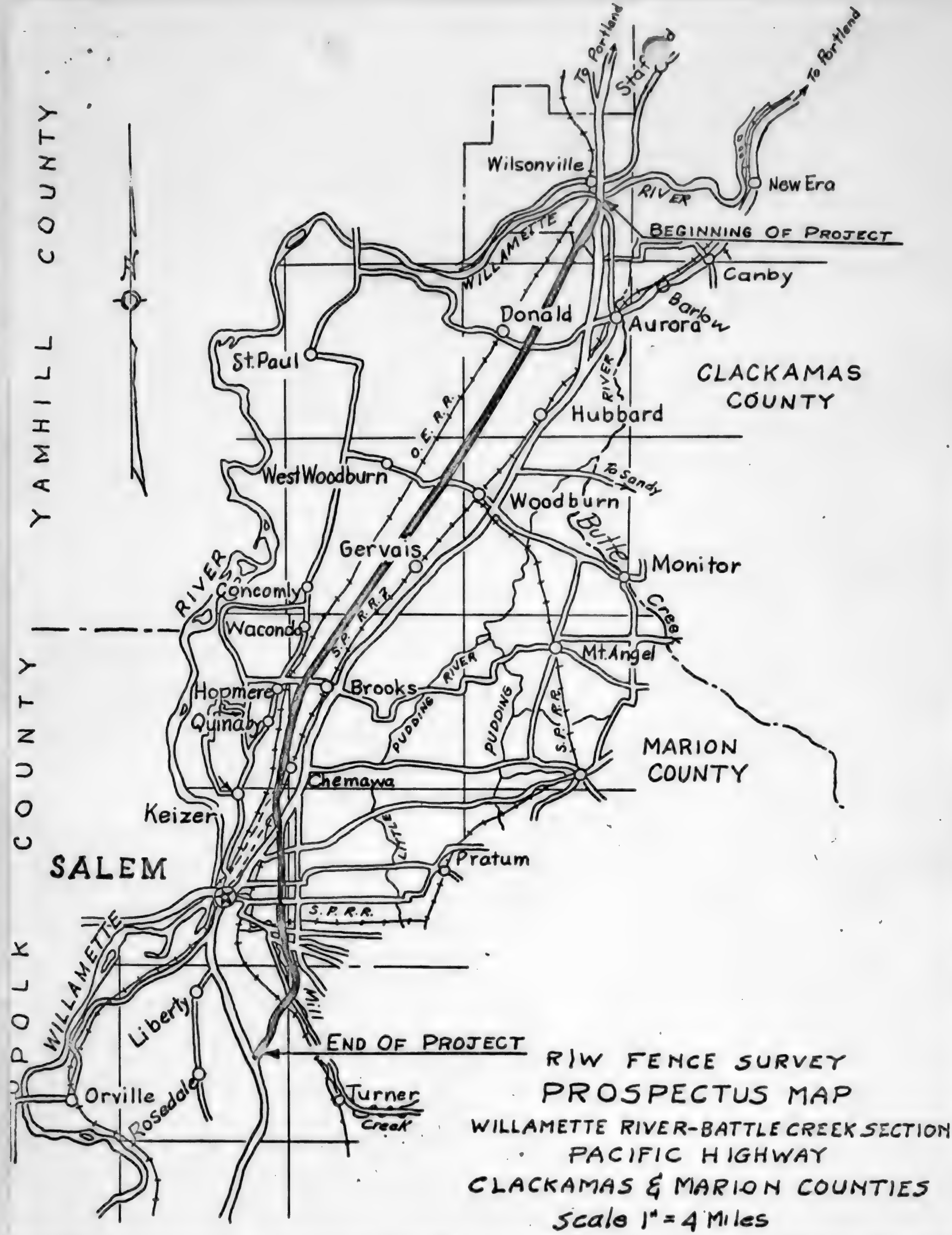
It is proposed to reconstruct the deteriorated and substandard sections to present standards with Bureau of Public Roads participation. It has been determined from the Office Engineering records that the Bureau did not participate in the purchase of the original right of way which makes the reconstruction work eligible for Bureau participation provided the State controls the property on which the fence is constructed. It will be necessary for the Right of Way Department to negotiate with the present property owners for authorization to remove the existing deteriorated fencing materials and replace with a new standard fence, which would be maintained by the State.

This will be a survey to inspect the 34-mile section for substandard fence, and ascertain its location relative to the right of way, prepare plans, specifications and estimates for reconstruction of the substandard fencing.

February 4, 1963
Attachment
cc: Forrest Cooper ✓
R. L. Porter (2)
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER



To Portland
Stafford
To Portland
Wilsonville
New Era
RIVER
WILLAMETTE
BEGINNING OF PROJECT
Canby
Barlow
Donald
Aurora
St. Paul
CLACKAMAS
COUNTY
RIVER
O. E. R. R.
Hubbard
West Woodburn
To Sandy
Woodburn
Butte
Gervais
Monitor
Creek
RIVER
Concomly
S. P. R. R.
Waconda
YAMHILL COUNTY
POLK COUNTY
Mt. Angel
RIVER
Hopmere
Brooks
Quinaby
PUDDING
PUDDING
S. P. R. R.
MARION
COUNTY
Chemawa
Keizer
LITTLE
Pratum
SALEM
S. P. R. R.
WILLAMETTE
Liberty
Mill
END OF PROJECT
Orville
Rosedale
Turner
Creek

R/W FENCE SURVEY

PROSPECTUS MAP

WILLAMETTE RIVER-BATTLE CREEK SECTION

PACIFIC HIGHWAY

CLACKAMAS & MARION COUNTIES

Scale 1" = 4 Miles

7-8306 Redmond-Prineville Sec., Ochoco 1964
Hwy. (Rock Production)
#6390

RECEIVED
JUN 18 1964

FOR FILING

2 15

6390

June 18, 1964

Great American Insurance Co.,
Wallis-Bond-Wood-Post Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #6390 awarded to E. H. Bechner Co., for the Redmond-Prineville Rock Production Project on the Ochoco Highway in Crook-Deschutes Counties, was completed on April 28, 1964, and accepted by the Highway Commission on June 17, 1964.

Final payment, in the amount of $1,097.18 will be released to the contractor after June 25, 1964. The total contract amount is $34,255.05 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: E. H. Bechner Co.,
Route 3, Box 48
Molalla, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JUN 18 1964
FOR FILING
7-14-64
6390

9

June 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 28 on Contract No. 6390. The contract was with E. H. Itschner Co., and was for rock production on the Redmond-Prineville Section of the Ochoco Highway in Crook and Deschutes Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 17, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

P. M. Stephenson
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: May 8, 1964

SECTION: Redmond-Prineville

SECTION PREFIX: 7-8306

HIGHWAY: Ochoco

COUNTY: Crook & Deschutes

NAME OF JOB: Redmond - Prineville

KIND OF WORK: Rock Production

CONTRACTOR: E. H. Itschner Co.

CONTRACT NUMBER: 6390

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 12, 1964

DATE WORK STARTED: April 6, 1964

~~ESTIMATED~~ COMPLETION DATE: April 28, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 22

PERCENT OF TIME ELAPSED: 37

PROJECT AUTHORIZATION: $35,156.25

EXCLUSIVE OF ENGINEERING: $32,656.25

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $34,265.38

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ . . . . . . 0.5 %

ENGINEERING AUTHORIZATION: $2,500.00

ENGINEERING COST TO DATE: $950

PERCENT OF AUTHORIZATION . . . . . . 38 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

DATE PROJECT WAS COMPLETED: 4-28-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			16,673.81 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			16,673.81		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			NOTED JOHN R. OAKES
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate was submitted 5-6-64.

FINAL REPORT

SIGNED R. H. Clark R H Clark

ADDRESS P.O. Box 1249 Res. Eng'r.

Bend

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAR 12 1964
FOR FILING
2266

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 12, 1964

E. H. Itschner Co.,
Route 3, Box 48
Molalla
Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, awarded to you State Highway Contract No. 6390 for the following project:

Redmond-Prineville Rock Production Project on the Ochoco Highway in Crook-Deschutes Counties.

This award was based on your low bid of $30,750.00 which was submitted to the Commission on March 10, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-3(55) Cottage Grove-Divide Sec., 1964
169 Pacific Hwy. (Roadside Improve.)
#6391

RECEIVED
MAR 5 - 1965

FOR FILING

March 4, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

On March 1, 1965, we wrote to you concerning release of final payment on Contract No. 6391 awarded to Rich and Sons Nursery assigned to First National Bank of Oregon, Hillsboro Branch, for roadside improvement on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

Final payment on this contract is $2,043.09 and the total contract amount is $24,351.33, including $45.00 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc Rich & Sons Nursery
Route 1, Box 330
Hillsboro, Oregon

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
FEB 26 1965
FOR FILING
[illegible]
6391

February 24, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 10, 1964 on Contract No. 6391. The contract was with Rich & Son Nursery and was for roadside improvement on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

Replacement planting was completed February 2, 1965.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 24, 1965, and that you concur in this procedure at the Commission meeting on March 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

LPS:bjs

RECEIVED
FEB 18 1965

FOR FILING

6391

February 18, 1965

Rich and Sons Nursery
Route 1, Box 330
Hillsboro, Oregon

Dear Mr. Rich:

After you phoned a day or so ago, I checked on the status of final payment on your Contract No. 6391.

The final approval from the Bureau of Public Roads was received February 16, 1965. The contract can now be presented to the Commission for acceptance.

We have to give the surety a week's notice on all final payments, so I would guess that final payment should be made in about two weeks.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: February 7, 1965

SECTION: Cottage Grove - Divide

SECTION PREFIX: 620-1006

HIGHWAY: Pacific

COUNTY: Lane

NAME OF JOB: Cottage Grove - Divide

KIND OF WORK: Roadside Improvement

CONTRACTOR: Rich and Sons Nursery

CONTRACT NUMBER: 6591

FEDERAL AID PROJECT NUMBER: I-5-3(55)169

DATE OF CONTRACT: March 12, 1964

DATE WORK STARTED: March 31, 1964

ESTIMATED COMPLETION DATE: original planting June 10, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 49

WORK DAYS USED: 48

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $ 23,165.50

EXCLUSIVE OF ENGINEERING: $ 26,162.62

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,861.43

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 4.15 %

ENGINEERING AUTHORIZATION: $ 2,002.88

ENGINEERING COST TO DATE: $ 2,557.61

PERCENT OF AUTHORIZATION: 128 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

DATE PROJECT WAS COMPLETED: original planting June 10, 1964
establishment period started June 11, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	Planting ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.48				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.48				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%				
TOTAL QUANTITIES CORRECTED TO DATE	100%				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fog to Clear		
MONDAY	Clear		Contract
TUESDAY	Clear		
WEDNESDAY	Partly Cloudy		now
THURSDAY	Partly Cloudy		Completed.
FRIDAY			
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
FEB 8 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	by
WEDNESDAY	contractor
THURSDAY	this
FRIDAY	week
SATURDAY	

REMARKS

No work by contractor this week.

Jerry Lowder, B.P.R., Roy Olsen and Svirthof Landscape Dept. inspected project Tuesday afternoon. Roy Olsen and Jerry Lowder in the office Wednesday and said project met final inspection okay.

This is the final weekly report on this project unless otherwise instructed.

SIGNED

ADDRESS Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 14 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1964

RECEIVED
1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Sawdust Service
1005 South River Road
Cottage Grove, Oregon

Gentlemen:

This will acknowledge your claim letter of November 28, 1964, stating that Rich & Sons owes you $246.97 for sawdust and fertilizer.

From the description given, it appears that this is in reference to Rich and Sons, Contract No. 6391, for roadside improvement on the Cottage Grove-Divide Section of the Pacific Highway in Lane County. This contract was completed June 10, 1964 but has not yet been accepted by the Highway Commission.

The Glens Falls Insurance Company through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your letter and we will also send it to the Secretary of State for filing.

When your claim has been paid please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
JJ

Claim File No. 4103

FILED
DEC 4 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

CWH:jf

cc: Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Bourland Insurance Agency
1980 Fairgrounds Road, N. E.
Salem, Oregon

Rich & Sons Nursery
Route 1, Box 330
Hillsboro, Oregon

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

NOTED
G. W. HEAD

(P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.)

Excavating

Wood Waste Products

SAWDUST SERVICE
W. L. WORKMAN JR.
PHONE WH 2-5315
1005 SOUTH RIVER ROAD
COTTAGE GROVE, OREGON

November 28, 1964

REFERRED TO
Query
BY DEPUTY STATE HIGHWAY ENGINEER

Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Sir:

We furnished the sawdust and fertilizer for the highway project that Rich and Son, Hillsboro, contracted this summer. Contract #6391.

We were unable to collect for the fertilizer and they have a balance of 246.97 that we wish to call to your attention befor their bid bond expires Dec. 15, 1964. If you are able to help us recover this amount we would appreciate it.

Yours truly,

W. L. Workman, Jr.

SAWDUST SERVICE
W. L. Workman, Jr.

WLW:clw

RECEIVED
[illegible]
OFFICE OF
STATE [illegible]

RECEIVED
DEC - 1 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1964

FOR FILING

6391

July 17, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Release of $10,410.75 on contract #6391 after July 24, 1964, will be made to Rich & Sons Nursery, assigned to the First National Bank of Oregon, Hillsboro Branch, for roadside improvement on the Cottage Grove-Divide Section of Pacific Highway in Lane County.

This payment reduces the retained percentage to $2,043.09.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Rich & Sons Nursery
Route 1, Box 330
Hillsboro, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 7 - 1964
FOR FILING

6241

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

[illegible]

[illegible] I-5-1(55)[illegible].

[illegible]

[illegible]

Bureau of Public Roads
Oregon Division Office
Endorsement:

Date Sept. 29, 1964

Conditions noted on above date:

Final acceptance of contract work cannot be made on this project until replacement planting is completed and maintenance of planting areas are brought up to contract requirements.

[illegible]
Division Engineer
C. R. Brooks
District Engineer

NOTED
LLOYD P. SHAW

Copy to Young
10-7-64

RECEIVED
MAY 19 1964

FOR FILING

D. Cook

May 18, 1964

First National Bank of Oregon
Hillsboro Branch
350 E. Main Street
Hillsboro, Oregon

Attention: Mr. D. H. Spergen
Manager

Gentlemen:

This will acknowledge receipt of two copies of an Assignment of Claim from Rich and Sons Nursery for the proceeds of Estimate No. 2 on Contract No. 6391 to be sent to the First National Bank of Hillsboro, Oregon.

The Assignment of Claim has been filed by the contractor, and we have a letter of approval from the surety, Glens Falls Insurance Company, signed by Richard E. Ashton.

A photocopy of the Assignment is attached to this letter and a copy is being sent to the Accounting Division for the handling of the Assignment on Estimate No. 2.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Att.

cc Rich and Sons Nursery
Glens Falls Insurance Company
Bourland Insurance Agency

NOTED ON CARD
dc

C. H. Maison

Form A-204—1M—8-60

STA OF OREGON—HIGHWAY DEPART NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Twelve Thousand four hundred forty seven and 13/100 - - - ($12,447.13) Dollars, to us paid, We hereby sell, assign and transfer the within claim for proceeds from estimate # 2 in connection with Highway Contract # 6391 with the Oregon Highway Commission for Roadside Improvement, Cottage Grove Pacific Highway, Lane County

to First National Bank of Hillsboro, Oregon and authorize and empower said First National Bank of Hillsboro to act as agent for Us and in Our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 13 day of May, 1964

Executed in the presence of us as witnesses:

[illegible] Mgr

Rich + Sons Nursery
By Amos Rich, Partner

State Printing 28050

Form A-[illegible]—1M—[illegible]

6391

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

* *FOR THE CONSIDERATION OF* Twelve Thousand four hundred forty seven and 13/100 - - -

($12,447.13) Dollars, to us paid, [illegible] hereby sell, assign and transfer

the within claim for [illegible]

[illegible]

[illegible] * Gross Amount 12,447.13
Less Retained Percentage 1,244.71
Net Amount Due $11,202.42

to [illegible] and authorize and empower

said [illegible] to act as agent for [illegible]

and in [illegible] name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this [illegible] day of [illegible], 19[illegible]

Executed in the presence of us as witnesses:

[illegible]

[illegible]

State Printing 28650

NOTED
FLOYD QUERY

Form Approved; Budget Bureau No. ~~41-R2089~~

MONTHLY TRANSACTION NO. 5-26	FOR -2 (REV 64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
		COUNTY Lane
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. I-5-3(55)169

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Cottage Grove to Divide

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-17-64	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 27,539.00	$ 25,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
XX A. W. Parsons
(Division Engineer)

L R Buckland

By: L. R. Buckland, Administrative Manager

Date executed by Division Engineer April 30, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-3(55)169

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 20, 1964

Type Code Y005
Roadside Improvement (Sta. 737+00 to Sta. 1027+00) (Contract 6391)

Furnishing and Placing Topsoil	940 cu.yd.	$ 3.50	$ 3,290.00
Furnishing and Planting Trees	490 only	7.95	3,895.50
Furnishing and Planting Shrubs	4,000 only	2.45	9,800.00
Furnishing and Planting Japanese Rose	2,000 only	0.75	1,500.00
Furnishing and Planting Vines, Bearberry	1,400 only	0.45	630.00
Furnishing and Planting Vines, English Ivy	5,500 only	0.30	1,650.00
Inorganic Fertilizer, 10-16-8	34 cwt.	5.25	178.50
Organic Fertilizer, 5-3-2	17 cwt.	6.00	102.00
Manure Fertilizer	130 cu.yd.	5.00	650.00
Mulch Material	240 units	13.50	3,240.00
			$24,936.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$25,036.00
	10% Engr. & Cont.		2,503.00
	Total		$27,539.00

Length of project - - - - - - - - - - - - 0.000 miles

Federal Funds - $25,300.00
State Funds - 2,239.00

$27,539.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(55)169

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 31, 1964

Type Code Y005
Roadside Improvement (Sta. 737+00 to Sta. 1027+00)

Furnishing and Placing Topsoil	940 cu.yds.	$ 3.00	$ 2,820.00
Furnishing and Planting Trees	490 only	8.00	3,920.00
Furnishing and Planting Shrubs	4,000 only	4.00	16,000.00
Furnishing and Planting Japanese Rose	2,000 only	1.00	2,000.00
Furnishing and Planting Vines, Bearberry	1,400 only	0.40	560.00
Furnishing and Planting Vines, English Ivy	5,500 only	0.28	1,540.00
Inorganic Fertilizer, 10-16-8	34 cwt.	5.50	187.00
Organic Fertilizer, 5-3-2	17 cwt.	6.00	102.00
Manure Fertilizer	130 cu.yds.	8.00	1,040.00
Mulch Material	240 units	15.00	3,600.00
			$31,769.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$31,869.00
	10% Engr. & Cont.		3,186.00
	Total		$35,055.00

Length of Project - - - - - - - - - - - 0.000 mile

Federal Funds -	$32,000.00
State Funds -	3,055.00
	$35,055.00

RECEIVED
APR 24 1964
FOR FILING

639

L. Shaw

.BNM

CON BND TDL 92 4-20-64 152PM

FRANK MORGAN
DEAN SWIFT

COL RIV HWY APPROXIMATELY 9 MILES EAST OF THE DLLES WAS CLOSED TO TRAFFIC FROM 11:45AM TO 12:30 PM DUE TO CONTRACTORS BLASTING.
.AREA NOW OPEN TO ONE-WAY TRAFFIC WHICH WILL EXIST FROM 4 TO 6 HOURS.
I WILL ADVISE YOU OF ANY FUTURE DEVELOPEMENTS.

R S HAWKINS

RECEIVED
APR 27 1964
FOR FILING

6 Copy

STATE COPY

APPROVED
Contingent upon modification of
project [illegible] additional
[illegible]
Date APR 27 1964 J. E. Sowder
Acting Div. Engr

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Cottage Grove-Divide Roadside Improvement
Date April 8, 1964
Highway Pacific
Contract No. 6391
County Lane
Prefix 620-1006
Contractor Rich and Sons Nursery
F. A. Project No. I-5-3(55)169
Address Route 1, Box 330, Hillsboro, Oregon
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in Flagging Costs (57½%)

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

As provided in Project Authorization $100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As stated in the contract agreement.

Work is starting today.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$28,165.50
Present estimate of project cost, including $100.00 for work under this order	$28,165.50
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Geary H. Worth
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

NOTED
LLOYD P. SHAW

original to Young 4-24-64

RECEIVED
MAR 17 1964
FOR FILE

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 12, 1964
Original signed
M. E. Martin
Dist. Engineer

By:

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
Acting Division Engineer

08-35.2-EC

Oregon Project I-5-3(55)169
Cottage Grove-Divide Section
Roadside Improvements

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6391 to Rich & Sons Nursery of Hillsboro, Oregon, low bidder in the amount of $24,936.00 at the March 10, 1964 bid opening.

NOTED
LLOYD P. SHAW

RECEIVED
MAR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
3-17-64

RECEIVED
MAR 12 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

C-391

March 12, 1964

Rich & Sons Nursery
Route 1, Box 330
Hillsboro
Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, awarded to you State Highway Contract No. 6391 for the following project:

Roadside improvement on the Cottage Grove-Divide Section of Pacific Highway in Lane County.

This award was based on your low bid of $24,936.00 which was submitted to the Commission on March 10, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

[illegible] FEB [illegible]
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

February 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer — By: G. R. Brooks, District Engineer
08-35.2-DA Salem, Oregon

Oregon Project I-5-3(55)169
Cottage Grove-Divide Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use with relocation advisory assistance unnecessary as indicated in Mr. Moehring's February 6, 1964 letter.

Mr. Young's February 13, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Attach.

original To Young
with attach.
2-25-64

NOTED
LLOYD P. SHAW

I-80N-3(40) Spanish Hollow Cr. Br. 1964
102 near Biggs, Columbia River Hwy.
#6392 (130-foot RCDG)

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JAN 20 1965

FOR FILING

January 18, 1965

Continental Casualty Company
Seattle Branch Office
Surety Department
105 Cobb Building
Seattle 1, Washington

Gentlemen:

On January 13, 1965, we wrote to you concerning release of final payment on Contract No. 6392 awarded to Gibbons and Reed Company for construction of Spanish Hollow Bridge on Celilo-Biggs Section of Columbia River Highway in Sherman County.

Final payment on this contract is $5,935.20 and the total contract amount is $112,861.30. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc
Gibbons & Reed Company
P.O. Box 4989
Portland 13, Oregon

Continental Casualty Company
Portland Service Office
516 Executive Building
Portland, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
JAN 12 1965
FOR FILING

January 11, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1964 on Contract No. 6392. The contract was with Gibbons and Reed and was for the Spanish Hollow Creek Bridge on the Columbia River Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 11, 1965 and that you concur in this procedure at the Commission meeting on January 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
J. F. Putnam

PMS:bjs

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6-12	F PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
		COUNTY Sherman
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. I-80N-3(40)102

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Spanish Hollow Creek near Biggs

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-17-64	0.025
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 124,538.00	$ 114,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXXX A. H. Parsons
(Division Engineer)

LRBacklund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 25, 1964

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(40)102

SPANISH HOLLOW CREEK BRIDGE ON THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 7, 1964

Type Code X081
Spanish Hollow Creek Bridge (Br. #2133A)(Sta. 504+43.39 to Sta. 505+73.39)
(Contract 6392)

Shoring, Cribbing, etc.	All	Required		$ 300.00
Structural Excavation	300	cu.yds.	$ 2.50	750.00
Furnishing 10" BP 42# Steel Piling	594	lin.ft.	5.00	2,970.00
Drive Steel Piles	21	only	80.00	1,680.00
Splice Steel Piles	5	only	25.00	125.00
Furnish 14" Prestressed Concrete Piling	1,333	lin.ft.	3.60	4,798.80
Drive Prestressed Concrete Piles	36	only	150.00	5,400.00
Class "A" Concrete (740 cu.yds.)	All	Required		62,868.00
Metal Reinforcement (142,000 lbs.)	All	Required		20,000.00
55' to 60' Type III Prestressed Beams	14	only	1,000.00	14,000.00
8-inch Metal Drain Pipe	9	lin.ft.	25.00	225.00
				$113,116.80
Flagging (57½% of Contractor's Cost)	All	Required		$ 100.00
		Subtotal		$113,216.80
		10% Engr. & Cont.		11,321.20
		Total		$124,538.00

Length of Structure - - - - - - - - - - - - 0.025 mile

Federal Funds -	$114,500.00
State Funds -	10,038.00
	$124,538.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 192[illegible];
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(40)102

SPANISH HOLLOW CREEK BRIDGE ON THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 11, 1964

Type Code X081
Spanish Hollow Creek Bridge (Br. #2133 A)(Sta. 504+43.39 to Sta. 505+73.39)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	300 cu.yd.	$ 3.00	900.00
Furnishing 10" BP 42# Steel Piling	594 lin.ft.	5.00	2,970.00
Drive Steel Piles	21 only	70.00	1,470.00
Splice Steel Piles	5 only	40.00	200.00
Furnish 14" Prestressed Concrete Piling	1,333 lin.ft.	5.50	7,331.50
Drive Prestressed Concrete Piles	36 only	75.00	2,700.00
Class "A" Concrete (740 cu.yd. $80.00)	All Required		59,200.00
Metal Reinforcement (142,000 lb. $0.125)	All Required		17,750.00
55' to 60' Type III Prestressed Beams	14 only	1,300.00	18,200.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$114,081.50
Flagging (57 % of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$114,181.50
	10% Engr. & Cont.		11,417.50
	Total		$125,599.00

Length of Structure - - - - - - 0.025 Mile

Federal Funds -	$115,000.00
State Funds -	10,599.00
	$125,599.00

SPANISH HOLLOW CREEK BRIDGE

PROJECT NO. I-80N-3(40)1[illegible]

Prestressed Beam Quantities

55' to 60' Beams

Overhead			$ 125.00
Class "A-A" Concrete	9.0 cu.yds.	$85.50)	769.50
Metal Reinforcement	840 lbs.	0.125)	105.00
Prestress Steel	840 lbs.	0.40)	336.00
			$1,335.50

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MAY 13 1964

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 12, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Celilo-Biggs Section Structure
Contract No. 6392
FAP No. I-80N-3(40)102

Contractor started work on the above project on April 29, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By

Theo. C. Roake
Assistant Bridge Engineer

CAG/mm

cc: Mr. Floyd Query
Mr. D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
MAR 17 1964
FOR FILING
6392

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 12, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

A. W. Parsons, Division Engineer
By:
M. E. Martin
Acting Division Engineer
Original signed by
M. E. Martin
Dist. Engineer

08-35.2-EC
Salem, Oregon

Oregon Project I-80N-3(40)102
Spanish Hollow Creek Bridge - Celilo - Biggs Structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6392 to Gibbons and Reed Co., of Salt Lake City, Utah, low bidder in the amount of $113,116.80 at the March 10, 1964 bid opening.

NOTED
LLOYD P. SHAW

original To Young
3-17-64

RECEIVED
MAR 12 1964

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 12, 1964

Gibbons & Reed Co.,
P. O. Box 4989
Portland 13
Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, awarded to you State Highway Contract No. 6392 for the following project:

Spanish Hollow Creek Bridge construction on the Columbia River Highway in Sherman County.

This award was based on your low bid of $112,116.00 which was submitted to the Commission on March 10, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 25 1964

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

February 17, 1964

Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By: G. R. Brooke
District Engineer

Oregon Project I-80N-3(40)102
Spanish Hollow Creek Bridge-Celilo-Biggs Section
Structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use with relocation advisory assistance provided as indicated in Mr. Moehring's February 6, 1964 letter.

Mr. Young's February 13, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Attach.

original To Young
with attach
2-25-64

NOTED
LLOYD P. SHAW

RECEIVED
19

FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. February 1
Salem, Oregon
Attention: Mr. I. D. Merchant

A. W. Parsons, Division Engineer
-35.6 Salem, Oregon

Special Provisions for Driving Foundation Piles
Airport Road-Irrigon Jct. Section, I-80N-5(22)15
Spanish Hollow Creek Bridge, I-80N-3(40)102
Minnesota Freeway - North Unit, I-5-6(52)307

In reviewing the Special Provisions for these projects we find some requirements for driving foundation piles which appear unnecessarily restrictive and otherwise questionable.

On the Minnesota Freeway and Airport Road-Irrigon Jct. proj we note that the special provisions specify that steel and piles are to be driven with a power activated hammer that ca develop an energy of 15,000 foot pounds per blow. We agree tha this is a reasonable requirement for steel piles which are to driven to 40 or 50 tons bearing but this energy is unnecessar for timber piles which are normally driven to 25 tons or less.

On the bottom of page 35 of the special provisions for the Airport Road project there is a requirement that all timber piles shall be driven the full length given in the order list regardless of the bearing values obtained. Based on past experience we recommend that this type of requirement include a clause such as "unless this is determined by the engineer to be impracticable". This provision as now written seems to nullify the requirement set forth in the general notes of the plans that timber piles shall be driven to a minimum bearing of 25 tons.

On the Spanish Hollow Bridge the special provisions on pag specify single acting hammers for concrete piles. We now whether this is necessary. Also, on page 53 the words "incl tips" should be added to the 4th line of the Order List.

We recall quite a few instances in the past where requirements such as those discussed above have not been enforced. The reason for not doing so has generally been that it was not practic , it was detrimental to the piles, or it was unnecessary I becoming increasingly difficult to justify such dev the specifications. Accordingly, we urge you to rev yo fications with this in mind. In any event we shall expect

original to Merchant
2-17-64 cc Young
2-18-64

compliance with your specifications unless modifications are approved by this office and suitable adjustments are made.

I-5-6(52) N. Unit, Minnesota Fwy. Sec., 1964
307 Pacific Hwy. (Grad., Pav., Struct.,
#6393 Sign. & Illumin.) [redacted]

C&A
2695

DEC . 5 6
6(52)·3

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 8, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6393

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-5-6(52)307
North Unit, Minnesota Freeway, Swift Interchange
Request for Relinquishment of Access Control, Station 81+05

We have received word from our Washington office on the above subject. They share our concern with the hazard that would be introduced to the traffic operation on the "SU" Road, which comprises part of the interchange, if the access as requested to serve the County-owned parking lot were permitted.

In consideration of this hazard, they do not believe the additional access to "SU" Road should be permitted as proposed.

Memo for Porter
to Jackson

NOTED
F. B. KLABOE

orig to McGowan
12-14-66
copy to Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 7 - 1966
FOR FILING

I-5-6 (52) 3

639

October 7, 1966

#9

Peter Kiewit Sons' Company
P.O. Box 1777
Vancouver, Washington

417 K

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an additional 15 workdays on Contract No. 6393 on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission assessed 7 penalty days for not finishing the contract in time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc A. E. Johnson
James Don
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1966

SUBJECT: Extension of Time
N. Unit, Minnesota Freeway
Contract No. 6393

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Bureau of Public Roads refused, for the third time, in their February 23, 1966 letter, to concur in any further time extension for this project. They had approved, in their January 27, 1966 letter, the extension for the ordered "stop work" time which was December 3, 1964 through April 26, 1965. The way the formal record now stands, this "stop work" extension has not been sent to the Highway Commission and the contractor's request for 15 additional workdays has not been formally acted upon or answered.

This was a specified completion date contract and the Highway Commission has previously (January 26, 1965 meeting) approved a 20-day extension, to November 20, 1964, because of a laborer's strike.

Liquidated damages have actually been deducted exclusive of the "stop work" period and total $2,940 for 7 workdays. This penalty will remain in effect.

Your file is returned herewith with a rough draft letter to the Highway Commission.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: L. H. Young

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 23, 1966
08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(52)307
North Unit, Minnesota Freeway
Time Extension

Mr. Klaboe's letter of February 10, 1966 once again requested our concurrence in an extension of the completion date, based on several overruns on the subject project. On January 27, 1966 we concurred in a waiver of liquidated damges for the periods during which the contractor was on a work suspension.

The accumulation of routine overruns on this project is not of sufficient magnitude to justify an exception to the contract provisions as was the overrun on Oregon Project I-5-1(52)04. We have previously discussed this matter with our Regional office, and they are in agreement with us.

Routing

RECEIVED

Orig w/file
to [illegible]
copy to Marsh
Young
2-28-66

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 27, 1966

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(52)307
N. Unit Minnesota Freeway
Time Extension

Mr. Klaboe's letter of January 5, 1966, on the subject project, requested again our concurrence in an extension of the completion date which we have previously denied.

Although some overruns were experienced on this project, we do not believe an increase of approximately 10 percent in the total contract cost warrants an extension of the completion date. We do not feel that the circumstances on this project are similar to the ones on Oregon Project I-5-1(52)04, where we approved an extension of the completion date. The circumstances on that project involved an extensive overrun in embankment foundation excavation.

Our records show a work suspension was in effect from December 2, 1964 through April 26, 1965. We therefore concur in a waiver of liquidated damages for the period during which this suspension was in effect. Computations from our records, as shown on the attached summary, indicate 8 days are assessable to liquidated damages, as provided in the Special Provisions.

Enclosure

2-2-64 [illegible]

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Ltr, 1-27-66, Parsons to Cooper
Oregon Project I-5-6(52)307
Time Extension

SUMMARY OF DAYS

Calendar days, November 21, 1964 through December 1, 1964	11
Less Saturday, Sunday, and holidays	5
Days assessable to liquidated damages	6
Calendar days April 27, 1965 through April 28, 1965	2
Less Saturday, Sunday, and holidays	0
Days assessable to liquidated damages	2
Total days assessable to liquidated damages	8

FORM E-30 SDM 5-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1965

SUBJECT: Extension of Time
N. Unit, Minnesota Freeway Section
Pacific Highway
Contract No. 6393

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Peter Kiewit Sons' Company on the subject contract for an extension of the revised completion date of November 20, 1964 to May 1, 1965, exclusive of a winter shut-down period, without the assessment of liquidated damages.

The contractor's request is based on overruns of several contract bid items which effectively increased the time required to complete the project. These overruns amount to $185,194, which represents 11.15% of the original contract amount. Utilizing this percentage of overrun of the original contract amount applied against the original 233 calendar days allowed, amounts to 26 additional calendar days, which is more than the requested extension.

Pertinent dates concerning this project are listed below:

Original Contract Completion Date:	November 1, 1964	
Approved extension due to strike:	November 20, 1964)	12 calendar days
Stop Work Order effective:	December 3, 1964)	(6 penalty days)
Stop Work Order rescinded:	April 28, 1965)	1 calendar day
Project completed:	April 28, 1965)	(1 penalty day)
		13 calendar days (7 penalty days)

At the penalty rate of $420 per day, the amount of the penalty would be $2,940.00.

We recommend that the specified completion date be extended to April 28, 1965. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads' Area Engineer who advises he cannot concur in this request because of the Bureau's decision concerning time extensions on projects with specified completion dates in which the contract special provisions have deleted justification for time extensions. This problem has been studied by our Legal Division and an alternate solution submitted to the Bureau of Public Roads under another project and has been subsequently denied.

A rough draft of a letter to the Bureau of Public Roads is attached.

F. D. Morgan
Construction Engineer

By John A Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young
G. E. Rohde
A. E. Johnson

RECEIVED
JUL 2[illegible] 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1966
FOR FILING

2 5-61-393

6393

September 16, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 9
October 6, 1966 meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6393, requests an additional 15 workdays in which to complete the project.

It was originally provided that this project be completed November 1, 1964, with the completion date extended to November 20, 1964, by your previous action, to cover time lost due to a strike. A "shut down" order was issued on December 3, 1964, due to inclement painting weather. This order was lifted on April 26, 1965, and the project was completed on April 28, 1965.

The matter has been discussed with the Bureau of Public Roads which refuses to concur in any time extension other than that covered by the "shut down" period. This means that the contractor will be assessed seven penalty days, or $2,940, for not finishing on time. Inasmuch as this is an Interstate project, it is recommended that the contractor's request beyond the "shut down" date be denied.

This matter will be on the agenda for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

JAB:bjm/RLP:ms bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6393 Contractor Peter Kiewit Sons' Co.

Highway Pacific

Section North Unit, Minnesota Freeway

Kind of Work Grade, Pave, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be [illegible] GRANTED. The reasons for such recommendation are as follows: "Increases in the amount of work to be performed and heavy increases in some major items together with delays for alterations justify additional time. Recommended completion date is April 28, 1965."

Recommended for Approval:

Ass't Division Engineer

For Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

SP*6236-734

Contract No. 6393

Project designation I-5-6(52)307
State-Federal

Date awarded March 12, 1964

Work started March 24, 1964

Per cent completed [illegible] 100%

Original Comp. Date Nov. 1, 1964

[illegible]

Approved Extension to Nov. 20, 1964

[illegible]

Completed April 28, 1965

No. of Added Workdays Requested 15

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec. 7, 1964, 19 64

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays [illegible] of 15 days [illegible] within which to complete our Contract No. 6393, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Reference is made to the attached letter which lists the major items of quantity overrun. It is our conservative estimate that this overrun should account for at least 10% of the total job. We therefore feel that a 10% increase in the number of workdays should be allowed in which to complete the above referenced contract.

This request is submitted in addition to our previous request dated October 30, 1964

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By
[illegible]. S. CAMPBELL

CONSENT OF SURETY

Date December 7, 1964

We, AETNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C Kraig
Kenneth C. Kraig Attorney-in-fact

(SEAL)

Paul K. Ratliffe
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6393 Contractor Peter Kiewit Sons' Co.

Highway Pacific

Section North Unit, Minnesota Freeway

Kind of Work Grade, Pave, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be GRANTED. The reasons for such recommendation are as follows: "Increases in the amount of work to be performed and heavy increases in some major items together with delays for alterations justify additional time. Recommended completion date is April 28, 1965."

Recommended for Approval:

A V Benedict
Ass't Division Engineer

for
Construction Engineer or Bridge Engineer

F B Klaboe
Assistant State Highway Engineer

Contract No. 6393
Project designation I-5-6(52)307
State-Federal
Date awarded March 12, 1964
Work started March 24, 1964
Per cent completed 100%
Original Comp. Date Nov. 1, 1964
Approved Extension To Nov. 20, 1964
Date Completed April 28, 1965
No. of Added Workdays Requested 15

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec. 7, 1964, 19 64

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays xxxx of 15 days xxxxxxxxxxxx, within which to complete our Contract No. 6393, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Reference is made to the attached letter which lists the major items of quantity overrun. It is our conservative estimate that this overrun should account for at least 10% of the total job. We therefore feel that a 10% increase in the number of workdays should be allowed in which to complete the above referenced contract.

This request is submitted in addition to our previous request dated October 30, 1964, Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By
W. S. CAMPBELL

CONSENT OF SURETY

Date December 7, 1964

We, ÆTNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C Kraig
Kenneth C. Kraig
Attorney-in-fact

(SEAL)

Paul R. Ratliffe
Resident Agent

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA 31, NEBR.
1000 KIEWIT PLAZA

ADDRESS REPLY TO:
P. O. Box 86
North Portland, Oregon

December 7, 1964

Mr. James Don, Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Re: North Unit Minnesota Freeway
J-42

Gentlemen:

The following information is submitted for your review to substantiate our claim dated Dec. 7, 1964 for 15 days (additional workdays) for the completion of the above referenced project:

ITEM NO.	DESCRIPTION	QUANTITY PLACED TO DATE	ORIGINAL PLAN QUANTITY	PERCENT OVERRUN
6.	General Exc.	217,970 CY (Est. by load count)	171,586 CY	27%
7.	Impervious Dike Mtl.	80,576 CY	64,839 CY	24%
8.	Pervious Dike Emb.	58,694 CY	40,508 CY	45%
9.	Topsoil	62,193 CY	17,350 CY	258%
67.	Course crushed Mtl. in base.	99,980 Tons	82,287 Tons	22%
70.	Asphaltic Plant Mix base	19,528 Tons	14,925 Tons	32%
71.	Class "B" Asphaltic Concrete	27,536 Tons	21,539 Tons	28%

This is not a complete list of the items that have overrun but comprise some of the major items of work on this contract.

Yours very truly,

PETER KIEWIT SONS' CO.

By W. S.
W. S. Campbell

RECEIVED
SEP 20 1966

FOR FILING I-5-6(52)307

6343

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Maison
Young

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N. E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1966

In reply refer to: 08-35.5/120

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Federal-Aid Project I-5-6(52)307
Voucher No. 13 - Final

The subject voucher has been approved for payment in the reduced amount of $560.80. Deductions have been made as delineated below:

Net Amount Claimed			$ 812.84
Item B - Audit Report 66-835-14 - Telephone costs erroneously coded participating		$ 74.76	
State Force Order No. 5 - Not approved by BPR		198.45	
	Total	273.21	
	Pro Rata	92.25%	
Net Deduction			252.04
	Net Amount Approved		$ 560.80

Orig to Maison
Copy to Young
9-16-66

REFERRED TO
Young
BY ASST. STATE HWY. ENGR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 10 1966

FOR FILING

[illegible]

February 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
North Unit, Minnesota
Freeway, Pacific Highway
Oregon Project I-5-6(52)307

Dear Sir:

On July 30, 1965, we requested your concurrence in an extension of time on the subject project. Reasons for the request were an overrun in several contract bid items and a stop work order during the winter months of 1964-65. Again, on January 5, 1966, we asked your consideration of this request. Your replies dated August 5, 1965, and January 27, 1966, denied concurrence in our recommendation for a new completion date of April 28, 1965. You did concur in a waiver of liquidated damages for the period during which the stop work order was in effect.

As noted in our request of July 30, 1965, the overruns of various contract bid items amounted to 11.15 percent of the original contract amount. It should be pointed out that the major quantities on our contracts have already been expanded by 10 percent in the bid form and, therefore, this increase represents over 20 percent above the net quantities. Overruns on major items of the magnitude of 21.9 percent on Class "B" A.C., 25.2 percent on Plan Mix Bituminous Base, 10.6 percent on Coarse Base and 225.6 percent on Topsoil simply cannot be dismissed. For this reason we feel that the overruns do represent a substantial increase and justify an extension of 26 additional calendar days, although our request is for only 7 penalty days.

We now ask you to reconsider an extension for the reasons cited and request your concurrence in a new completion date of April 28, 1965. We still maintain that the circumstances on this project are similar to the ones on Oregon Project I-5-1(52)04 in that the overruns are of an extensive nature.

If you still cannot concur in this matter, we request that you forward the data to your Regional Office for their further consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
A. E. Johnson

DES:nhJAB:bjm srb

RECEIVED
JAN 5 - 1966

FOR FILING

I-5-6(52) 307

6292

January 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Request for Time Extension
North Unit, Minnesota Freeway
Pacific Highway
Oregon Project I-5-6(52)307

Dear Sir:

On July 30, 1965, we requested your concurrence in an extension of time on the subject project. Reasons for the request were an overrun in several contract bid items and a stop work order during the winter months of 1964-65. Your reply dated August 5, 1965, denied concurrence in our recommendation for a new completion date of April 28, 1965.

We now ask you to reconsider an extension for the reasons cited above and request your concurrence in a new completion date of April 28, 1965. The circumstances pertaining to this matter are similar to those on other projects in which you have recently concurred in a time extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

DES:nh srb

RECEIVED
SEP 7 - 1965

FOR FILING

I-5-6(53)307

6:1

Salem, Oregon 97310
September 3, 1965

N. Unit, Minnesota Freeway
Section, Pacific Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention: Mr. John Bond

I enclose the file on a request for an extension of time on this project. As you know, this request has been turned down by the Bureau.

Please assemble all the requests for extensions of time on Interstate projects that we feel are legitimate into one package. Then make a short, one page summary of all these claims and discuss them with me.

As you know, we have requested Mr. Rohde to take legal action on one project in the hopes that he can induce the Bureau to change their decision on all the remaining projects.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

Enc.

RECEIVED
AUG 31 1965
FOR FILING

STATE COPY

Monthly transaction number 8-1162	FOR R-2A (5-3) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number I 6(52)215 - 7 6393	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-24-65	County Multnomah
		Project number I-5-6(52)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 22, 1964, is hereby modified as follows:

Revised estimated total cost of project	$ 1,984,035.00
Revised Federal funds	$ 1,829,000.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of August, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

By XXX A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(52)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in F.S. & E. status. Revised to include increases in quantities on bid items.)

Salem, Oregon, August 5, 1965

Type Code 6201
Roadway (Sta. 89+65 to Sta. 168+ 0.25)(Contract 6393)

Clearing and Grubbing	All	Required (99%)		$ 4,950.00
Removal of Miscellaneous Concrete and Masonry	All	Required		46,000.00
Provide for Traffic	All	Required		8,000.00
Drainage Excavation, Unclass.	8,220	cu.yd.	2.60	21,372.00
Special Borrow Excavation, Unclass.	49,800	cu.yd.	1.27	63,246.00
General Excavation, Unclass.	194,353.8	cu.yd.	0.75	145,765.35
Impervious Dike Embankment	79,792.4	cu.yd.	1.25	99,740.50
Pervious Dike Embankment	58,694.0	cu.yd.	1.15	67,498.10
Furnishing and Placing Topsoil	58,220.5	cu.yd.	2.20	128,085.10
Finishing Roadbed and Slopes	All	Required (99%)		9,900.00
Seeding	60	acres	80.00	4,800.00
Mulching	60	acres	170.00	10,200.00
Grass Seed, Creeping Red Fescue	620	lbs.	0.60	372.00
Grass Seed, Chewings Fescue	430	lbs.	0.60	258.00
Grass Seed, Perennial Ryegrass	190	lbs.	0.30	57.00
Grass Seed, Newport Bluegrass	310	lbs.	0.60	186.00
Dutch White Clover	310	lbs.	0.60	186.00
Inorganic Fertilizer, 10-16-8	250	cwt.	5.00	1,250.00
Jute Matting	6,500	sq.yd.	0.50	3,250.00
8-inch Sewer Pipe	2,610	l.ft.	2.60	6,786.00
12-inch Sewer Pipe	2,080	l.ft.	3.10	6,448.00
15-inch Sewer Pipe	480	l.ft.	4.40	2,112.00
18-inch Sewer Pipe	1,660.	l.ft.	5.30	8,798.00
Extra for Pipe Under Pavement	389	l.ft.	5.50	2,139.50
Concrete Anchor Blocks	4	only	70.00	280.00
12-inch Corrugated Metal Pipe	2,456	l.ft.	3.70	9,087.20
15-inch Corrugated Metal Pipe	200	l.ft.	3.80	760.00
18-inch Corrugated Metal Pipe	550	l.ft.	4.80	2,640.00
30-inch Corrugated Metal Pipe, Nested Type	330	l.ft.	21.00	6,930.00
8-inch Drain Pipe	270	l.ft.	2.10	567.00
6-inch Perforated Drain Pipe	310	l.ft.	1.50	465.00
8-inch Perforated Drain Pipe	4,970	l.ft.	1.80	8,946.00
Special Backfill in Drains	480	cu.yd.	8.20	3,936.00
1-inch Electrical Conduit	120	l.ft.	1.30	156.00

2-inch Galvanized Water Pipe	50	l.ft.	2.60	$ 130.00
2½-inch Galvanized Water Pipe	90	l.ft.	3.30	297.00
3-inch Galvanized Water Pipe	70	l.ft.	4.00	280.00
12-inch Culvert End Sections	2	only	60.00	120.00
18-inch Culvert End Sections	4	only	80.00	320.00
30-inch Metal Seepage Barrier	5	only	120.00	600.00
Concrete Inlets, Type "D"	4	only	75.00	300.00
Concrete Inlets, Type "G"	1	only	80.00	80.00
Concrete Inlets, Type "G-1"	50	only	80.00	4,000.00
Concrete Inlets, Type "CG-1"	12	only	90.00	1,080.00
Curb Inlets	13	only	110.00	1,430.00
Concrete Manholes	18	only	325.00	5,850.00
Adjustment of Manholes	6	only	44.00	264.00
Adjustment of Inlets	8	only	41.00	328.00
Reconstruction of Manholes	8	only	100.00	800.00
Concrete Curbs	880	cu.yd.	38.00	33,440.00
Concrete Walks and Surfacings	2,150.75	dq.yd.	2.90	6,237.17
Concrete in Islands	540	cu.yd.	28.00	15,120.00
Wood Felloe Guards	1,440	l.ft.	1.30	1,872.00
Guide Posts, Y-2	250	only	7.00	1,750.00
Guide Posts, Y-3	4	only	8.00	32.00
Salvage and Reinstall Type CL-6 Fence	1,800	l.ft.	1.00	1,800.00
Type CL-6 Fence	3,300	l.ft.	1.75	5,775.00
12' Type CL-6 Single Gates	1	only	200.00	200.00
Metal Guard Rail	12,387.5	l.ft.	2.55	31,588.12
Metal Median Barrier	8,000	l.ft.	3.80	30,400.00
Rail End Pieces	46	only	5.00	230.00
Salvage and Reinstall Median Barrier	250	l.ft.	1.50	375.00
Salvage and Reinstall Guard Rail	2,512.5	l.ft.	1.50	3,768.75
Guard Rail-Salvaged Barricade	1,050	l.ft.	1.50	1,575.00
Salvage and Stockpile Type 1 Barricade	250	l.ft.	1.50	375.00
Salvage and Reinstall Type 2 Barricade	225	l.ft.	1.50	337.50
Coarse Crushed Material in Base	92,530.59	tons	2.05	189,687.70
3/4" - 0 Material in Base	6,780	tons	2.20	14,916.00
Sprinkling	4,300	M-gal.	2.30	9,890.00
Asphaltic Plant-Mix Bituminous Base	18,138.44	tons	5.80	105,202.95
Class "B" Asphaltic Concrete	24,003.83	tons	6.10	146,423.36
Class "C" Asphaltic Concrete	800	tons	9.00	7,200.00
RS-1 Asphalt	4	tons	70.00	280.00
Asphaltic Concrete Traffic Markers, Type "L"	410	l.ft.	1.05	430.50
Removal of Existing Sign Installations	All	Required		200.00
12-inch Reinforced Concrete Bridge End Panels	570	sq.yd.	20.00	11,400.00
Furnish 8" BP 36# Steel Pilin	140	l.ft.	5.00	700.00

Furnish 10" BP 42# Steel Piling	41 l.ft.	6.00	246.00
Drive Steel Piles	11 only	90.00	990.00
Sign Support Footings	All Required (7%)		10,440.00
Metal Sign Posts	All Required (94%)		2,256.00
60' - 0" thru 70'-0" Sign Bridges	All Required		10,000.00
Butterfly Sign Structures	All Required (93%)		16,275.00
Single Sign Supports	All Required		500.00
Revision and Moving of Existing Sign Structures	All Required		3,000.00
Overhead Sign Illumination Equip.	All Required (91%)		17,290.00
Wood Sign Posts	All Required (97%)		873.00
Type "A" and "B" Signs in Place	3,781 sq.ft.	5.50	20,795.50
Type "C", "D" and "E" Signs in Place	880 sq.ft.	3.50	3,080.00
Type "E", "F", "G", and "H" Signs in Place	143 sq.ft.	3.60	514.80
Type "P" Signs in Place	18 sq.ft.	5.00	90.00
Illumination Installation Complete	All Required (95%)		51,300.00
Concrete Slab Riprap (Br. #8995-A)	459 sq.yd.	6.50	2,983.50
Preparation of Slopes (Br.#8995-A)	459 sq.yd.	2.00	918.00
			$ 1,453,803.60

Flagging (57½% of Contractor's Cost)	All Required	$ 4,000.00
Guide Signs	All Required	1,500.00
Sign Covers	All Required	500.00
		$ 6,000.00

__Utilities__

Work by Portland General Elec. Co.	All Required	$ 825.35
	Subtotal	$ 1,460,628.95
	10% Engr. & Cont.	146,062.05
	Total	$ 1,606,691.00

__Type Code H281__
__Union Ave.-Swift Rd. Structure "B"__ (__Br. #8995-B__)(__Sta. L 95+50__)(__114 feet__)
(__Contract 6393__)

Remove Existing Structures	All Required		$ 8,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	130 cu.yd.	2.50	325.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish Treated Timber Piling	3,240 l.ft.	1.40	4,536.00

Drive Timber Piles	36 only	$ 95.00	$ 3,420.00
Class "A" Concrete (160 cu.yd.)	All Required		10,000.00
35' to 40' Type II Prestressed Beams	12 only	600.00	7,200.00
Metal Reinforcement (28,500 lbs.)	All Required		3,000.00
Metal Parapet Railing	228 lin.ft.	4.00	912.00
Preparation of Slopes	200 sq.yd.	2.00	400.00
Concrete Slab Riprap	200 sq.yd.	6.50	1,300.00
			$ 41,193.00

Type Code X721
"L" Line O'Xing Sidewalk (Br. #757[illegible]) (Sta. Ln 93-[illegible]) (Contract 6393)

Class "A" Concrete (75 cu.yd.)	All Required		$ 3,000.00
Metal Reinforcement (3,000 lbs.)	All Required		320.00
Metal Parapet Railing	660 lin.ft.	$ 4.00	2,640.00
			$ 5,960.00

Type Code X223
Denver Ave. O'Xing (Br. #9015) (Sta. 120-77 to Sta. 121+47) (Contract 6393)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	2,400 cu.yd.	$ 2.00	4,800.00
Structural Excavation Below Elevation Shown	200 cu.yd.	5.00	1,000.00
Class "A" Concrete (1,600 cu.yd.)	All Required		85,000.00
Metal Reinforcement (378,200 lbs.)	All Required		37,000.00
1-inch Electrical Conduit	140 lin.ft.	1.50	210.00
			$ 131,010.00

Type Code X221
Delta Park Interchange O'Xing (Br. #9316) (Sta. 12[illegible]+47.17 to Sta. 130+41.17) (Contract 6393)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	500 cu.yd.	$ 2.50	1,250.00
Structural Excavation Below Elevation Shown	50 cu.yd.	5.00	250.00
Furnish 10" BP 42# Steel Piling	11,120 lin.ft.	3.50	38,920.00
Drive Steel Piles	106 only	75.00	7,950.00
Splice Steel Piles	25 only	26.00	650.00
Class "A" Concrete (700 cu.yd.)	All Required		45,000.00
50' to 55' Type III Prestressed Beams	10 only	1,200.00	12,000.00
55' to 60' Type III Prestressed Beams	10 only	1,200.00	12,000.00
80' to 85' Type III Prestressed Beams	11 only	1,200.00	13,200.00
85' to 90' Type III Prestressed Beams	3 only	1,200.00	3,600.00

Metal Reinforcement (159,000 lbs.)	All Required		$ 15,800.00
Metal Parapet Railing	388 l.ft.	4.00	1,552.00
Preparation of Slopes	950 sq.yd.	2.00	1,900.00
Concrete Slab Riprap	950 sq.yd.	6.50	6,175.00
1½-inch Electrical Conduit	420 l.ft.	1.50	630.00
			$ 164,877.00
	Subtotal		$ 343,040.00
	10% Engr. & Contl		34,304.00
	Total		$ 377,344.00

Length of Roadway - - - - - - - - - - - - - 1.199 miles
Length of 4 Structures - - - - - - - - - - 0.050 miles
Length of 2 Structures - - - - - - - - - - 0.235 miles (Exceptions)
Total Length - - - - - - - - - - - - - 1.484 miles
Cost of Roadway per Mile - - - - - - - - $1,340,025.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,606,691.00	$1,482,000.00	$124,691.00
Structures	377,344.00	347,000.00	30,344.00
	$1,984,035.00	$1,829,000.00	$155,035.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

NORTH UNIT, MINNESOTA FREEWAY SECTION

PROJECT NO. I-5-6(52)307

Estimated cost of work by Portland General Electric Company:

Material	$439.95
Labor	373.75
Overhead	162.75
Salvage Credit	- 151.10 Cr.
	$825.35

Monthly transaction number 6-16	Form 2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	te Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
Project report number 10		Project number I-5-6(32)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 22, 19 64, is hereby modified as follows:

Revised estimated total cost of project	$ 1,761,380.00
Revised Federal funds	$ 1,619,800.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of May, 19 64.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By Lloyd P. Shaw	XX A. W. Parsons Division Engineer
Assistant State Highway Engineer (Title)	By: L. R. Backlund L. R. Backlund, Administrative Mgr.
By (Title)	
By (Title)	

Oregon State Highway Department

Federal Aid
Project No. I-5-6(52)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in P.S. & E. status.)

Salem, Oregon, April 30, 1964

Type Code 6201
Roadway (Sta. 89+65 to Sta. 168+00.25)(Contract 6393)

Clearing and Grubbing	All	Required (99%)		$ 4,950.00
Removal of Miscellaneous Concrete and Masonry	All	Required		46,000.00
Provide for Traffic	All	Required		8,000.00
Drainage Excavation, Unclassified	8,220	cu.yd.	$ 2.60	21,372.00
Special Borrow Excavation, Unclass.	49,800	cu.yd.	1.27	63,246.00
General Excavation, Unclassified	184,700	cu.yd.	0.75	138,525.00
Impervious Dike Embankment	70,300	cu.yd.	1.25	87,875.00
Pervious Dike Embankment	44,600	cu.yd.	1.15	51,290.00
Furnishing and Placing Topsoil	19,100	cu.yd.	2.20	42,020.00
Finishing Roadbed and Slopes	All	Required (99%)		9,900.00
Seeding	60	acres	80.00	4,800.00
Mulching	60	acres	170.00	10,200.00
Grass Seed, Creeping Red Fescue	620	lbs.	0.60	372.00
Grass Seed, Chewings Fescue	430	lbs.	0.60	258.00
Grass Seed, Perennial Ryegrass	190	lbs.	0.30	57.00
Grass Seed, Newport Bluegrass	310	lbs.	0.60	186.00
Dutch White Clover	310	lbs.	0.60	186.00
Inorganic Fertilizer, 10-16-8	250	cwt.	5.00	1,250.00
Jute Matting	6,500	sq.yd.	0.50	3,250.00
8-inch Sewer Pipe	2,610	lin.ft.	2.60	6,786.00
12-inch Sewer Pipe	2,080	lin.ft.	3.10	6,448.00
15-inch Sewer Pipe	480	lin.ft.	4.40	2,112.00
18-inch Sewer Pipe	1,100	lin.ft.	5.30	5,830.00
Extra for Pipe Under Pavement	80	lin.ft.	5.50	440.00
Concrete Anchor Blocks	4	only	70.00	280.00
12-inch Corrugated Metal Pipe	1,330	lin.ft.	3.70	4,921.00
15-inch Corrugated Metal Pipe	200	lin.ft.	3.80	760.00
18-inch Corrugated Metal Pipe	550	lin.ft.	4.80	2,640.00
30-inch Corrugated Metal Pipe, Nested Type	330	lin.ft.	21.00	6,930.00
8-inch Drain Pipe	270	lin.ft.	2.10	567.00
6-inch Perforated Drain Pipe	310	lin.ft.	1.50	465.00
8-inch Perforated Drain Pipe	4,970	lin.ft.	1.80	8,946.00
Special Backfill in Drains	480	cu.yd.	8.20	3,936.00
1-inch Electrical Conduit	120	lin.ft.	1.30	156.00

2-inch Galvanized Water Pipe	50	lin.ft.	$ 2.60	$ 130.00
2½-inch Galvanized Water Pipe	90	lin.ft.	3.30	297.00
3-inch Galvanized Water Pipe	70	lin.ft.	4.00	280.00
12-inch Culvert End Sections	2	only	60.00	120.00
18-inch Culvert End Sections	4	only	80.00	320.00
30-inch Metal Seepage Barrier	5	only	120.00	600.00
Concrete Inlets, Type "D"	4	only	75.00	300.00
Concrete Inlets, Type "G"	1	only	80.00	80.00
Concrete Inlets, Type "G-1"	50	only	80.00	4,000.00
Concrete Inlets, Type "CG-1"	12	only	90.00	1,080.00
Curb Inlets	13	only	110.00	1,430.00
Concrete Manholes	18	only	325.00	5,850.00
Adjustment of Manholes	6	only	44.00	264.00
Adjustment of Inlets	8	only	41.00	328.00
Reconstruction of Manholes	8	only	100.00	800.00
Concrete Curbs	880	cu.yd.	38.00	33,440.00
Concrete Walks and Surfacings	1,000	sq.yd.	2.90	2,900.00
Concrete in Islands	540	cu.yd.	28.00	15,120.00
Wood Felloe Guards	1,440	lin.ft.	1.30	1,872.00
Guide Posts, Y-2	250	only	7.00	1,750.00
Guide Posts, Y-3	4	only	8.00	32.00
Salvage and Reinstall Type CL-6 Fence	1,800	lin.ft.	1.00	1,800.00
Type CL-6 Fence	3,300	lin.ft.	1.75	5,775.00
12' Type CL-6 Single Gates	1	only	200.00	200.00
Metal Guard Rail	11,150	lin.ft.	2.55	28,432.50
Metal Median Barrier	8,000	lin.ft.	3.80	30,400.00
Rail End Pieces	46	only	5.00	230.00
Salvage and Reinstall Median Barrier	250	lin.ft.	1.50	375.00
Salvage and Reinstall Guard Rail	1,400	lin.ft.	1.50	2,100.00
Guard Rail-Salvaged Barricade	1,050	lin.ft.	1.50	1,575.00
Salvage and Stockpile Type 1 Barricade	250	lin.ft.	1.50	375.00
Salvage and Reinstall Type 2 Barricade	225	lin.ft.	1.50	337.50
Coarse Crushed Material in Base	85,130	tons	2.05	174,516.50
3/4"-0 Material in Base	6,780	tons	2.20	14,916.00
Sprinkling	4,300	M-gal.	2.30	9,890.00
Asphaltic Plant-Mix Bituminous Base	14,660	tons	5.80	85,028.00
Class "B" Asphaltic Concrete	19,300	tons	6.10	117,730.00
Class "C" Asphaltic Concrete	800	tons	9.00	7,200.00
RS-1 Asphalt	4	tons	70.00	280.00
Asphaltic Concrete Traffic Markers, Type "L"	410	lin.ft.	1.05	430.50
Removal of Existing Sign Installations	All	Required		200.00
12-inch Reinforced Concrete Bridge End Panels	570	sq.yd.	20.00	11,400.00
Furnish 8" BP 36# Steel Piling	140	lin.ft.	5.00	700.00

Furnish 10" BP 42# Steel Piling	41 lin.ft.	$ 6.00	$ 246.00
Drive Steel Piles	11 only	90.00	990.00
Sign Support Footings	All Required (87%)		10,440.00
Metal Sign Posts	All Required (94%)		2,256.00
60'-0" thru 70'-0" Sign Bridges	All Required		10,000.00
Butterfly Sign Structures	All Required (93%)		16,275.00
Single Sign Supports	All Required		500.00
Revision and Moving of Existing Sign Structures	All Required		3,000.00
Overhead Sign Illumination Equip.	All Required (91%)		17,290.00
Wood Sign Posts	All Required (97%)		873.00
Type "A" and "B" Signs in Place	3,781 sq.ft.	5.50	20,795.50
Type "C", "D" and "R" Signs in Place	880 sq.ft.	3.50	3,080.00
Type "E", "F", "G" and "M" Signs in Place	143 sq.ft.	3.60	514.80
Type "P" Signs in Place	18 sq.ft.	5.00	90.00
Illumination Installation Complete	All Required (95%)		51,300.00
Concrete Slab Riprap (Br. #8995-A)	459 sq.yd.	6.50	2,983.50
Preparation of Slopes (Br.#8995-A)	459 sq.yd.	2.00	918.00
			$1,251,389.80
Flagging (57½% of Contractor's Cost)	All Required		$ 4,000.00
Guide Signs	All Required		1,500.00
Sign Covers	All Required		500.00
			$ 6,000.00

Utilities

Work by Portland General Elec. Co.	All Required	$ 825.35
	Subtotal	$1,258,215.15
	10% Engr. & Cont.	125,820.85
	Total	$1,384,036.00

Type Code X281
Union Ave.-Swift Rd. Structure "B" (**Br.#8995-B**)(**Sta. L 95-50**)(**114 feet**)
(**Contract 6393**)

Remove Existing Structures	All Required		$ 8,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	130 cu.yd.	$ 2.50	325.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish Treated Timber Piling	3,240 lin.ft.	1.40	4,536.00

Drive Timber Piles	36 only	$ 95.00	$ 3,420.00
Class "A" Concrete (160 cu.yd.)	All Required		10,000.00
35' to 40' Type II Prestressed Beams	12 only	600.00	7,200.00
Metal Reinforcement (28,500 lbs.)	All Required		3,000.00
Metal Parapet Railing	228 lin.ft.	4.00	912.00
Preparation of Slopes	200 sq.yd.	2.00	400.00
Concrete Slab Riprap	200 sq.yd.	6.50	1,300.00
			$ 41,193.00

Type Code X721
"SU" Line U'Xing Sidewalk (Br. #7543A)(Sta. Ln 98+00)(Contract 6393)

Class "A" Concrete (75 cu.yd.)	All Required		$ 3,000.00
Metal Reinforcement (3,000 lbs.)	All Required		320.00
Metal Parapet Railing	660 lin.ft.	$ 4.00	2,640.00
			$ 5,960.00

Type Code X223
Denver Ave. O'Xing (Br. #9015)(Sta. 120+77 to Sta. 121+47)(Contract 6393)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	2,400 cu.yd.	$ 2.00	4,800.00
Structural Excavation Below Elevation Shown	200 cu.yd.	5.00	1,000.00
Class "A" Concrete (1,600 cu.yd.)	All Required		85,000.00
Metal Reinforcement (378,200 lbs.)	All Required		37,000.00
1-inch Electrical Conduit	140 lin.ft.	1.50	210.00
			$ 131,010.00

Type Code X281
Delta Park Interchange O'Xing (Br. #9316)(Sta. 128+47.17 to Sta. 130+41.17)
(Contract 6393)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	500 cu.yd.	$ 2.50	1,250.00
Structural Excavation Below Elevation Shown	50 cu.yd.	5.00	250.00
Furnish 10" BP 42# Steel Piling	11,120 lin.ft.	3.50	38,920.00
Drive Steel Piles	106 only	75.00	7,950.00
Splice Steel Piles	25 only	26.00	650.00
Class "A" Concrete (700 cu.yd.)	All Required		45,000.00
50' to 55' Type III Prestressed Beams	10 only	1,200.00	12,000.00
55' to 60' Type III Prestressed Beams	10 only	1,200.00	12,000.00
80' to 85' Type III Prestressed Beams	11 only	1,200.00	13,200.00
85' to 90' Type III Prestressed Beams	3 only	1,200.00	3,600.00

Metal Reinforcement (159,000 lbs.)	All Required		$ 15,800.00
Metal Parapet Railing	388 lin.ft.	$ 4.00	1,552.00
Preparation of Slopes	950 sq.yd.	2.00	1,900.00
Concrete Slab Riprap	950 sq.yd.	6.50	6,175.00
1½-inch Electrical Conduit	420 lin.ft.	1.50	630.00
			$ 164,877.00
	Subtotal		$ 343,040.00
	10% Engr. & Cont.		34,304.00
	Total		$ 377,344.00

Length of Roadway - - - - - - - - - - - - - -1.199 miles
Length of 4 Structures- - - - - - - - - - - -0.050 miles
Length of 2 Structures- - - - - - - - - - - -0.235 miles (Exceptions)
Total Length- - - - - - - - - - - - - - - - -1.484 miles
Cost of Roadway per Mile- - - - - - - - - - -$1,154,325.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,384,036.00	$1,272,800.00	$111,236.00
Structures	377,344.00	347,000.00	30,344.00
	$1,761,380.00	$1,619,800.00	$141,580.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

NORTH UNIT, MINNESOTA FREEWAY SECTION

PROJECT NO. I-5-6(52)307

Estimated cost of work by Portland General Electric Company:

Material	$439.95
Labor	373.75
Overhead	162.75
Salvage Credit	- 151.10 Cr.
	$825.35

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. (5-2)/3 307	FO R-2 (RE 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
		PROJECT NO. I-5-6(52)307

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Portland Harbor S. 1.5 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-20-64	1.249
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,760,472.00	$ 1,619,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd T. Stuart

ASSISTANT State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

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(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. M. Parsons
(Division Engineer)

L R Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 22, 1964

Oregon State Highway Department

Federal Aid
Project No. I-5-6(52)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1964

Type Code 6201
Roadway (Sta. 89+65 to Sta. 168+00.25)(Contract 6393)

Clearing and Grubbing	All	Required (99%)		$ 4,950.00
Removal of Miscellaneous Concrete and Masonry	All	Required		46,000.00
Provide for Traffic	All	Required		8,000.00
Drainage Excavation, Unclassified	8,220	cu.yd.	$ 2.60	21,372.00
Special Borrow Excavation, Unclassified	49,800	cu.yd.	1.27	63,246.00
General Excavation, Unclassified	184,700	cu.yd.	0.75	138,525.00
Impervious Dike Embankment	70,300	cu.yd.	1.25	87,875.00
Pervious Dike Embankment	44,600	cu.yd.	1.15	51,290.00
Furnishing and Placing Topsoil	19,100	cu.yd.	2.20	42,020.00
Finishing Roadbed and Slopes	All	Required (99%)		9,900.00
Seeding	60	acres	80.00	4,800.00
Mulching	60	acres	170.00	10,200.00
Grass Seed, Creeping Red Fescue	620	lbs.	0.60	372.00
Grass Seed, Chewings Fescue	430	lbs.	0.60	258.00
Grass Seed, Perennial Ryegrass	190	lbs.	0.30	57.00
Grass Seed, Newport Bluegrass	310	lbs.	0.60	186.00
Dutch White Clover	310	lbs.	0.60	186.00
Inorganic Fertilizer, 10-16-8	250	cwt.	5.00	1,250.00
Jute Matting	6,500	sq.yd.	0.50	3,250.00
8-inch Sewer Pipe	2,610	lin.ft.	2.60	6,786.00
12-inch Sewer Pipe	2,080	lin.ft.	3.10	6,448.00
15-inch Sewer Pipe	480	lin.ft.	4.40	2,112.00
18-inch Sewer Pipe	1,100	lin.ft.	5.30	5,830.00
Extra for Pipe Under Pavement	80	lin.ft.	5.50	440.00
Concrete Anchor Blocks	4	only	70.00	280.00
12-inch Corrugated Metal Pipe	1,330	lin.ft.	3.70	4,921.00
15-inch Corrugated Metal Pipe	200	lin.ft.	3.80	760.00
18-inch Corrugated Metal Pipe	550	lin.ft.	4.80	2,640.00
30-inch Corrugated Metal Pipe, Nested Type	330	lin.ft.	21.00	6,930.00
8-inch Drain Pipe	270	lin.ft.	2.10	567.00
6-inch Perforated Drain Pipe	310	lin.ft.	1.50	465.00
8-inch Perforated Drain Pipe	4,970	lin.ft.	1.80	8,946.00

Special Backfill in Drains	480	cu.yds.	$ 8.20	$ 3,936.00
1-inch Electrical Conduit	120	lin.ft.	1.30	156.00
2-inch Galvanized Water Pipe	50	lin.ft.	2.60	130.00
2½-inch Galvanized Water Pipe	90	lin.ft.	3.30	297.00
3-inch Galvanized Water Pipe	70	lin.ft.	4.00	280.00
12-inch Culvert End Sections	2	only	60.00	120.00
18-inch Culvert End Sections	4	only	80.00	320.00
30-inch Metal Seepage Barrier	5	only	120.00	600.00
Concrete Inlets, Type "D"	4	only	75.00	300.00
Concrete Inlets, Type "G"	1	only	80.00	80.00
Concrete Inlets, Type G-1	50	only	80.00	4,000.00
Concrete Inlets, Type "CG-1'	12	only	90.00	1,080.00
Curb Inlets	13	only	110.00	1,430.00
Concrete Manholes	18	only	325.00	5,850.00
Adjustment of Manholes	6	only	44.00	264.00
Adjustment of Inlets	8	only	41.00	328.00
Reconstruction of Manholes	8	only	100.00	800.00
Concrete Curbs	880	cu.yd.	38.00	33,440.00
Concrete Walks and Surfacings	1,000	sq.yd.	2.90	2,900.00
Concrete in Islands	540	cu.yd.	28.00	15,120.00
Wood Felloe Guards	1,440	lin.ft.	1.30	1,872.00
Guide Posts, Y-2	250	only	7.00	1,750.00
Guide Posts, Y-3	4	only	8.00	32.00
Salvage and Reinstall Type CL-6 Fence	1,800	lin.ft.	1.00	1,800.00
Type CL-6 Fence	3,300	lin.ft.	1.75	5,775.00
12' Type CL-6 Single Gates	1	only	200.00	200.00
Metal Guard Rail	11,150	lin.ft.	2.55	28,432.50
Metal Median Barrier	8,000	lin.ft.	3.80	30,400.00
Rail End Pieces	46	only	5.00	230.00
Salvage and Reinstall Median Barrier	250	lin.ft.	1.50	375.00
Salvage and Reinstall Guard Rail	1,400	lin.ft.	1.50	2,100.00
Guard Rail-Salvaged Barricade	1,050	lin.ft.	1.50	1,575.00
Salvage and Stockpile Type 1 Barricade	250	lin.ft.	1.50	375.00
Salvage and Reinstall Type 2 Barricade	225	lin.ft.	1.50	337.50
Coarse Crushed Material in Base	85,130	tons	2.05	174,516.50
3/4"-0 Material in Base	6,780	tons	2.20	14,916.00
Sprinkling	4,300	M-gal.	2.30	9,890.00
Asphaltic Plant-Mix Bituminous Base	14,660	tons	5.80	85,028.00
Class "B" Asphaltic Concrete	19,300	tons	6.10	117,730.00
Class "C" Asphaltic Concrete	800	tons	9.00	7,200.00
RS-1 Asphalt	4	tons	70.00	280.00
Asphaltic Concrete Traffic Markers, Type "L"	410	lin.ft.	1.05	430.50
Removal of Existing Sign Installations	All	Required		200.00
12-inch Reinforced Concrete Bridge End Panels	570	sq.yd.	20.00	11,400.00

Furnish 8" BP 36# Steel Piling	140 lin.ft.	$ 5.00	$ 700.00
Furnish 10" BP 42# Steel Piling	41 lin.ft.	6.00	246.00
Drive Steel Piles	11 only	90.00	990.00
Sign Support Footings	All Required (87%)		10,440.00
Metal Sign Posts	All Required (94%)		2,256.00
60'-0" through 70'-0" Sign Bridges	All Required		10,000.00
Butterfly Sign Structures	All Required (93%)		16,275.00
Single Sign Supports	All Required		500.00
Revision and Moving of Existing Sign Structures	All Required		3,000.00
Overhead Sign Illum. Equip.	All Required (91%)		17,290.00
Wood Sign Posts	All Required (97%)		873.00
Type "A" and "B" Signs in Place	3,781 sq.ft.	5.50	20,795.50
Type "C" "D" and "R" Signs in Place	880 sq.ft.	3.50	3,080.00
Type "E" "F" "G" and "N" Signs in Place	143 sq.ft.	3.60	514.80
Type "P" Signs in Place	18 sq.ft.	5.00	90.00
Illumination Installation Complete	All Required (95%)		51,300.00
Concrete Slab Riprap (Br. #8995-A)	459 sq.yds.	6.50	2,983.50
Preparation of Slopes (Br. #8995-A)	459 sq.yds.	2.00	918.00
			$1,251,389.80
Flagging (57½% of Contractor's Cost)	All Required		$ 4,000.00
Guide Signs	All Required		1,500.00
Sign Covers	All Required		500.00
			$ 6,000.00
	Subtotal		$1,257,389.80
	10% Engr. & Cont.		125,738.20
	Total		$1,383,128.00

Type Code 1281
Union Ave.-Swift Rd. Structure "B" (Br. #8995-B)(Sta. L 95+50)(114 Feet)(Contract 6393)

Remove Existing Structures	All Required		$ 8,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	130 cu.yd.	$ 2.50	325.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish Treated Timber Piling	3,240 lin.ft.	1.40	4,536.00
Drive Timber Piles	36 only	95.00	3,420.00
Class "A" Concrete (160 cu.yd.)	All Required		10,000.00

35' to 40' Type II Prestressed Beams	12 only	$600.00	$ 7,200.00
Metal Reinforcement (28,500 lbs.)	All Required		3,000.00
Metal Parapet Railing	228 lin.ft.	4.00	912.00
Preparation of Slopes	200 sq.yd.	2.00	400.00
Concrete Slab Riprap	200 sq.yd.	6.50	1,300.00
			$ 41,193.00

Type Code X721
"SU" Line U'xing Sidewalk (Br. #7543A)(Sta. Ln 98+00)(Contract 6393)

Class "A" Concrete (75 cu.yd.)	All Required		$ 3,000.00
Metal Reinforcement (3,000 lbs.)	All Required		320.00
Metal Parapet Railing	660 lin.ft.	$ 4.00	2,640.00
			$ 5,960.00

Type Code X223
Denver Ave. O'xing (Br. #9015)(Sta. 120+77 to Sta. 121+47)(Contract 6393)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	2,400 cu.yd.	$ 2.00	4,800.00
Structural Excavation Below Elevation Shown	200 cu.yd.	5.00	1,000.00
Class "A" Concrete (1,600 cu.yd.)	All Required		85,000.00
Metal Reinforcement (378,200 lb.)	All Required		37,000.00
1-inch Electrical Conduit	140 lin.ft.	1.50	210.00
			$ 131,010.00

Type Code X281
Delta Park Interchange O'xing (Br. #9316)(Sta. 128+47.17 to Sta. 130+41.17)
(Contract 6393)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	500 cu.yd.	$ 2.50	1,250.00
Structural Excavation Below Elevation Shown	50 cu.yd.	5.00	250.00
Furnish 10" BP 42# Steel Piling	11,120 lin.ft.	3.50	38,920.00
Drive Steel Piles	106 only	75.00	7,950.00
Splices Steel Piles	25 only	26.00	650.00
Class "A" Concrete (700 cu.yd.)	All Required		45,000.00
50' to 55' Type III Prestressed Beams	10 only	1,200.00	12,000.00
55' to 60' Type III Prestressed Beams	10 only	1,200.00	12,000.00
80' to 85' Type III Prestressed Beams	11 only	1,200.00	13,200.00

85' to 90' Type III Prestressed Beams	3	only	$1,200.00	$ 3,600.00
Metal Reinforcement (159,000 lbs.)	All	Required		15,800.00
Metal Parapet Railing	388	lin.ft.	4.00	1,552.00
Preparation of Slopes	950	sq.yd.	2.00	1,900.00
Concrete Slab Riprap	950	sq.yd.	6.50	6,175.00
1¼-Inch Electrical Conduit	420	lin.ft.	1.50	630.00
				$ 164,877.00
		Subtotal		$ 343,040.00
		10% Engr. & Cont.		34,304.00
		Total		$ 377,344.00

Length of Roadway - - - - - - - - - - - - - - -1.199 miles
Length of 4 Structures- - - - - - - - - - - - -0.050 miles
Length of 2 Structures- - - - - - - - - - - - -0.235 miles (Exceptions)
Total Length- - - - - - - - - - - - - - - - - -1.484 miles
Cost of Roadway per Mile- - - - - - - - - - - -$1,153,567.97

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,383,128.00	$1,272,000.00	$ 111,128.00
Structures	377,344.00	347,000.00	30,344.00
	$1,760,472.00	$1,619,000.00	$ 141,472.00

State Funds for Const.: Chap. 175 laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Work Retained in P.S.&E. Status

Description	Total Cost	Federal Funds	State Funds
Work by Portland General Electric Co.	$ 2,750.00	$ 2,500.00	$ 250.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(52)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 11, 1964

Type Code 6201
Roadway (Sta. 39+65 to Sta. 163+00.25)

Clearing and Grubbing	All Required (99%)		$ 9,900.00
Removal of Miscellaneous Concrete and Masonry	All Required		20,000.00
Provide for Traffic	All Required		15,000.00
Drainage Excavation, Unclassified	8,220 cu.yds.	$ 3.00	24,660.00
Special Borrow Excavation, Unclassified	49,800 cu.yds.	1.75	87,150.00
General Excavation, Unclassified	184,700 cu.yds.	0.50	92,350.00
Impervious Dike Embankment	70,300 cu.yds.	2.25	158,175.00
Pervious Dike Embankment	44,600 cu.yds.	1.50	66,900.00
Furnishing and Placing Topsoil	19,100 cu.yds.	3.00	57,300.00
Finishing Roadbed and Slopes	All Required (99%)		4,950.00
Seeding	60 acres	150.00	9,000.00
Mulching	60 acres	200.00	12,000.00
Grass Seed, Creeping Red Fescue	620 lbs.	0.60	372.00
Grass Seed, Chewings Fescue	430 lbs.	0.60	258.00
Grass Seed, Perennial Ryegrass	190 lbs.	0.50	95.00
Grass Seed, Newport Bluegrass	310 lbs.	1.00	310.00
Dutch White Clover	310 lbs.	1.00	310.00
Inorganic Fertilizer, 10-16-8	250 cwt.	6.00	1,500.00
Jute Matting	6,500 sq.yds.	0.50	3,250.00
8-inch Sewer Pipe	2,870 lin.ft.	[illegible]	[illegible]
12-inch Sewer Pipe	2,080 lin.ft.	3.50	7,280.00
15-inch Sewer Pipe	480 lin.ft.	3.75	1,800.00
18-inch Sewer Pipe	1,100 lin.ft.	5.00	5,500.00
Extra for Pipe Under Pavement	80 lin.ft.	6.00	480.00
Concrete Anchor Blocks	4 only	75.00	300.00
12-inch Corrugated Metal Pipe	1,330 lin.ft.	3.75	4,987.50
15-inch Corrugated Metal Pipe	200 lin.ft.	4.25	850.00
18-inch Corrugated Metal Pipe	550 lin.ft.	5.00	2,750.00
30-inch Corrugated Metal Pipe, Nested Type	330 lin.ft.	15.00	4,950.00
8-inch Drain Pipe	270 lin.ft.	2.75	742.50
6-inch Perforated Drain Pipe	310 lin.ft.	2.00	620.00
8-inch Perforated Drain Pipe	4,970 lin.ft.	2.50	12,425.00
Special Backfill in Drains	480 cu.yds.	6.00	2,880.00
1-inch Electrical Conduit	120 lin.ft.	1.00	120.00
2-inch Galvanized Water Pipe	50 lin.ft.	2.00	100.00

2-1/2 inch Galvanized Water Pipe	90	lin.ft.	$ 2.50	$	225.00
3-inch Galvanized Water Pipe	70	lin.ft.	3.25		227.50
12-inch Culvert End Sections	2	only	35.00		70.00
18-inch Culvert End Sections	4	only	45.00		180.00
30-inch Metal Seepage Barriers	5	only	150.00		750.00
Concrete Inlets, Type "D"	4	only	90.00		360.00
Concrete Inlets, Type "G"	1	only	90.00		90.00
Concrete Inlets, Type "G-1"	50	only	85.00		4,250.00
Concrete Inlets, Type "GG-1"	12	only	90.00		1,080.00
Curb Inlets	13	only	100.00		1,300.00
Concrete Manholes	18	only	350.00		6,300.00
Adjustment of Manholes	6	only	100.00		600.00
Adjustment of Inlets	8	only	50.00		400.00
Reconstruction of Manholes	8	only	200.00		1,600.00
Concrete Curbs	880	cu.yds.	37.50		33,000.00
Concrete Walks and Surfacings	1,000	sq.yds.	4.00		4,000.00
Concrete in Islands	540	cu.yds.	35.00		18,900.00
Wood Felloe Guards	1,440	lin.ft.	1.50		2,160.00
Guide Posts, Y-2	250	only	7.50		1,875.00
Guide Posts, Y-3	4	only	8.00		32.00
Salvage and Reinstall Type CL-6 Fence	1,800	lin.ft.	1.50		2,700.00
Type CL-6 Fence	3,300	lin.ft.	2.25		7,425.00
12' Type CL-6 Single Gates	1	only	150.00		150.00
Metal Guard Rail	11,150	lin.ft.	2.50		27,875.00
Metal Median Barrier	8,000	lin.ft.	3.75		30,000.00
Rail End Pieces	46	only	5.00		230.00
Salvage and Reinstall Median Barrier	250	lin.ft.	2.00		500.00
Salvage and Reinstall Guard Rail	1,400	lin.ft.	1.50		2,100.00
Guard Rail-Salvaged Barricade	1,050	lin.ft.	1.00		1,050.00
Salvage and Stockpile Type 1 Barricade	250	lin.ft.	1.00		250.00
Salvage and Reinstall Type 2 Barricade	225	lin.ft.	1.50		337.50
Coarse Crushed Material in Base	85,130	tons	2.25		191,542.50
3/4" - 0 Material in Base	6,780	tons	2.35		15,933.00
Sprinkling	4,300	M-gals.	3.00		12,900.00
Asphaltic Plant-Mix Bituminous Base	14,660	tons	5.75		84,295.00
Class "B" Asphaltic Concrete	20,230	tons	6.00		121,380.00
Class "C" Asphaltic Concrete	800	tons	9.00		7,200.00
RS-1 Asphalt	5	tons	100.00		500.00
Asphaltic Concrete Traffic Markers, Type "L"	410	lin.ft.	1.00		410.00
Removal of Existing Sign Installations	All Required				750.00
Furnish 8" BP 36# Steel Piling	140	lin.ft.	5.50		770.00
Furnish 10" BP 42# Steel Piling	41	lin.ft.	7.00		287.00
Drive Steel Piles	11	only	75.00		825.00

Sign Support Footings	All Required ([illegible])		$ 10,292.10
Metal Sign Posts	All Required ([illegible])		2,256.00
60'-0" Thru 70'-0" Sign Bridges	All Required		19,500.00
Butterfly Sign Structures	All Required ([illegible])		27,136.00
Single Sign Supports	All Required		250.00
Revision and Moving of Existing Sign Structures	All Required		6,[illegible].00
Overhead Sign Illumination Equipment	All Required ([illegible])		17,6[illegible].00
Wood Sign Posts	All Required ([illegible])		[illegible].90
Type "A" and "B" Signs in Place	3,781 sq.ft.	$ 6.00	22,686.00
Type "C", "D" and "R" Signs in Place	[illegible] sq.ft.	[illegible].65	1,212.00
Type "E", "F", "G" and "M" Signs in Place	[illegible] sq.ft.	[illegible]	[illegible]
Type "P" Signs in Place	[illegible] sq.ft.	[illegible]	90.00
Illumination Installation, Complete	All Required ([illegible])		62,500.00
			$1,368,877.90
Flagging (57½% of Contractor's Cost)$	All Required		$ 4,000.00
Guide Signs	All Required		1,500.00
Sign Covers	All Required		500.00
			$ 6,000.00
Utilities:			
Work by Portland General Electric Co.	All Required		$ 2,500.00
	Subtotal		$1,377,377.90
	10% Engr. & Cont.		137,737.[illegible]
	Total		$1,515,11[illegible]

Type Code [illegible]
Union Ave.-Swift Rd. Structure [illegible] (Br. [illegible])(Sta. [illegible])([illegible])

Remove Existing Structures	All Required		$ [illegible],000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	[illegible] cu.yds.	$ [illegible]	650.00
Structural Excavation Below Elevation Shown	20 cu.yds.	5.00	100.00
Furnish Treated Timber Piling	1,2[illegible] lin.ft.	1.50	[illegible]60.00
Drive Timber Piles	36 only	60.00	2,160.00
Class "A" Concrete (160 cu.yds. @ $75.00)	All Required		12,000.00
35' to 40' Type II Prestressed Beams	12 only	400.00	[illegible],800.00
Metal Reinforcement (28,500 lbs. at $0.125)	All Required		3,562.50
Metal Parapet Railing	228 lin.ft.	6.50	1,482.00
Preparation of Slopes	200 sq.yds.	1.50	300.00
Concrete Slab Riprap	200 sq.yds.	7.00	1,[illegible].00
			$ [illegible]

Type Code X721
"SU" Line U'xing Sidewalk (Br. #7543 A)(Sta. LN 93+00)

Class "A" Concrete (75 cu.yds. @$60.00)	All Required		$ 4,500.00
Metal Reinforcement (3,000 lbs. @ $0.15)	All Required		450.00
Metal Parapet Railing	660 lin.ft.	$7.00	4,620.00
			$ 9,570.00

Type Code X223
Denver Ave. O'xing (Br. #9015) (Sta. 120+77 to Sta. 121+[illegible])

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	2,600 cu.yds.	$3.00	7,800.00
Structural Excavation Below Elevation Shown	200 cu.yds.	3.00	600.00
Class "A" Concrete (1,619 cu.yds. @ $75.00)	All Required		121,425.00
Metal Reinforcement (378,500 lbs. @ $0.125)	All Required		47,312.50
1-inch Electrical Conduit	120 lin.ft.	1.50	180.00
			$ 187,317.50
	Subtotal		$ 237,202.00
	10% Engr. & Cont.		23,720.00
	Total		$ 260,922.00

Length of Roadway - - - - - - - - - - - - 1.199 miles
Length of 3 Structures - - - - - - - - - 0.013 mile
Length of 3 Structures - - - - - - - - - 0.272 mile (Exceptions)
Total Length - - - - - - - - - - - - - - - 1.484 miles
Cost of Roadway per mile - - - - - - - - $1,263,648.87

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,515,115.00	$1,393,000.00	$122,115.00
Structures	260,922.00	240,000.00	20,922.00
	$1,776,037.00	$1,633,000.00	$143,037.00

N. UNIT, MINNESOTA FREEWAY SECTION

Project No. I-5-6(52)307

Prestressed Beam Quantities

35' to 40' Beams

Overhead				$ 100.00
Class "A-A" Concrete	3.83	cu.yds.	$57.00	218.31
Metal Reinforcement	477	lbs.	0.12	57.24
Prestress Steel	199	lbs.	0.40	79.60
				$ 455.15

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(52)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 27, 1964

Type Code 6201
Roadway (Sta. 89+65 to Sta. 168+00.25)

Clearing and Grubbing	All Req. (99%)		$ 9,900.00
Removal of Miscellaneous Concrete and Masonry	All Req.		20,000.00
Provide for Traffic	All Req.		15,000.00
Drainage Excavation, Unclassified	8,220 cu.yd.	$ 3.00	24,660.00
Special Borrow Excavation, Unclass.	49,800 cu.yd.	1.75	87,150.00
General Excavation, Unclassified	184,700 cu.yd.	0.50	92,350.00
Impervious Dike Embankment	70,300 cu.yd.	2.25	158,175.00
Pervious Dike Embankment	44,600 cu.yd.	1.50	66,900.00
Furnishing and Placing Topsoil	19,100 cu.yd.	3.00	57,300.00
Finishing Roadbed and Slopes	All Req. (99%)		4,950.00
Seeding	60 acre	150.00	9,000.00
Mulching	60 acre	200.00	12,000.00
Grass Seed, Creeping Red Fescue	620 lb.	0.60	372.00
Grass Seed, Chewings Fescue	430 lb.	0.60	258.00
Grass Seed, Perennial Ryegrass	190 lb.	0.50	95.00
Grass Seed, Newport Bluegrass	310 lb.	1.00	310.00
Dutch White Clover	310 lb.	1.00	310.00
Inorganic Fertilizer, 10-16-8	250 cwt.	6.00	1,500.00
Jute Matting	6,500 sq.yd.	0.50	3,250.00
8-inch Sewer Pipe	2,610 lin.ft.	3.00	7,830.00
12-inch Sewer Pipe	2,080 lin.ft.	3.50	7,280.00
15-inch Sewer Pipe	480 lin.ft.	3.75	1,800.00
18-inch Sewer Pipe	1,100 lin.ft.	5.00	5,500.00
Extra for Pipe Under Pavement	80 lin.ft.	6.00	480.00
Concrete Anchor Blocks	4 only	75.00	300.00
12-inch Corrugated Metal Pipe	1,330 lin.ft.	3.75	4,987.50
15-inch Corrugated Metal Pipe	200 lin.ft.	4.25	850.00
18-inch Corrugated Metal Pipe	550 lin.ft.	5.00	2,750.00
30-inch Corrugated Metal Pipe, Nested Type	330 lin.ft.	15.00	4,950.00
8-inch Drain Pipe	270 lin.ft.	2.75	742.50
6-inch Perforated Drain Pipe	310 lin.ft.	2.00	620.00
8-inch Perforated Drain Pipe	4,970 lin.ft.	2.50	12,425.00
Special Backfill in Drains	480 cu.yd.	6.00	2,880.00
1-inch Electrical Conduit	120 lin.ft.	1.00	120.00
2-inch Galvanized Water Pipe	50 lin.ft.	2.00	100.00
2 1/2-inch Galvanized Water Pipe	90 lin.ft.	2.50	225.00
3-inch Galvanized Water Pipe	70 lin.ft.	3.25	227.50
12-inch Culvert End Sections	2 only	35.00	70.00

18-inch Culvert End Sections	4	only	$ 45.00	$ 180.00
30-inch Metal Seepage Barrier	5	only	150.00	750.00
Concrete Inlets, Type "D"	4	only	90.00	360.00
Concrete Inlets, Type "G"	1	only	90.00	90.00
Concrete Inlets, Type "G-1"	50	only	85.00	4,250.00
Concrete Inlets, Type "CG-1"	12	only	90.00	1,080.00
Curb Inlets	13	only	100.00	1,300.00
Concrete Manholes	18	only	350.00	6,300.00
Adjustment of Manholes	6	only	100.00	600.00
Adjustment of Inlets	8	only	50.00	400.00
Reconstruction of Manholes	8	only	200.00	1,600.00
Concrete Curbs	880	cu.yd.	37.50	33,000.00
Concrete Walks and Surfacings	1,000	sq.yd.	4.00	4,000.00
Concrete in Islands	540	cu.yd.	35.00	18,900.00
Wood Felloe Guards	1,440	lin.ft.	1.50	2,160.00
Guide Posts, Y-2	250	only	7.50	1,875.00
Guide Posts, Y-3	4	only	8.00	32.00
Salvage and Reinstall Type CL-6 Fence	1,800	lin.ft.	1.50	2,700.00
Type CL-6 Fence	3,300	lin.ft.	2.25	7,425.00
12' Type CL-6 Single Gates	1	only	150.00	150.00
Metal Guard Rail	11,150	lin.ft.	2.50	27,875.00
Metal Median Barrier	8,000	lin.ft.	3.75	30,000.00
Rail End Pieces	46	only	5.00	230.00
Salvage and Reinstall Median Barrier	250	lin.ft.	2.00	500.00
Salvage and Reinstall Guard Rail	1,400	lin.ft.	1.50	2,100.00
Guard Rail-Salvaged Barricade	1,050	lin.ft.	1.00	1,050.00
Salvage and Stockpile Type 1 Barricade	250	lin.ft.	1.00	250.00
Salvage and Reinstall Type 2 Barricade	225	lin.ft.	1.50	337.50
Coarse Crushed Material in Base	85,130	ton	2.25	191,542.50
3/4" - 0 Material in Base	6,780	ton	2.35	15,933.00
Sprinkling	4,300	M-gal.	3.00	12,900.00
Asphaltic Plant-Mix Bituminous Base	14,660	ton	5.75	84,295.00
Class "B" Asphaltic Concrete	19,300	ton	6.00	115,800.00
Class "C" Asphaltic Concrete	800	ton	9.00	7,200.00
RS-1 Asphalt	4	ton	100.00	400.00
Asphaltic Concrete Traffic Markers, Type L	410	lin.ft.	1.00	410.00
Removal of Existing Sign Installations	All	Req.		750.00
12-inch Reinforced Concrete Bridge End Panels	570	sq.yd.	12.00	6,840.00
Furnish 8" BP 36# Steel Piling	140	lin.ft.	5.50	770.00
Furnish 10" BP 42# Steel Piling	41	lin.ft.	7.00	287.00
Drive Steel Piles	11	only	75.00	825.00

Sign Support Footings	All Req. (87%)		$ 10,292.10
Metal Sign Posts	All Req. (94%)		2,256.00
60'-0" Thru 70'-0" Sign Bridges	All Req.		10,500.00
Butterfly Sign Structures	All Req. (93%)		27,156.00
Single Sign Supports	All Req.		250.00
Revision and Moving of Existing Sign Structures	All Req.		6,890.00
Overhead Sign Illumination Equipment	All Req. (91%)		17,654.00
Wood Sign Posts	All Req. (97%)		843.90
Type "A" and "B" Signs in Place	3,781 sq.ft.	$ 6.00	22,686.00
Type "C", "D" and "R" Signs in Place	880 sq.ft.	3.65	3,212.00
Type "E", "F", "G" and "M" Signs in Place	143 sq.ft.	3.80	543.40
Type "P" Signs in Place	18 sq.ft.	5.00	90.00
Illumination Installation, Complete	All Req. (95%)		42,600.00
Concrete Slab Riprap (Br. #8995-A)	359 sq.yd.	7.00	2,513.00
Preparation of Slopes (Br. #8995-A)	359 sq.yd.	1.50	538.50
			$1,373,089.40
Flagging (57[illegible]% of Contractor's Cost)	All Req.		$ 4,000.00
Guide Signs	All Req.		1,500.00
Sign Covers	All Req.		500.00
			$ 6,000.00
Utilities			
Work by Portland General Electric Co.	All Req.		$ 2,500.00
	Subtotal		$1,381,589.40
	10% Engr. & Cont.		138,158.60
	Total		$1,519,748.00

Type Code X281
Union Ave.-Swift Rd. Structure "B" (Br. #8995-B) (Sta. L 95 50)(114 feet)

Remove Existing Structures	All Req.		$ 8,000.00
Shoring, Cribbing, etc.	All Req.		1,000.00
Structural Excavation	130 cu.yd.	$ 5.00	650.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish Treated Timber Piling	3,240 lin.ft.	1.50	4,860.00
Drive Timber Piles	36 only	60.00	2,160.00
Class "A" Concrete (160 cu.yd. $75.00)	All Req.		12,000.00
35' to 40' Type II Prestressed Beams	12 only	400.00	4,800.00
Metal Reinforcement (28,500 lb. $0.125)	All Req.		3,562.50
Metal Parapet Railing	228 lin.ft.	6.50	1,482.00
Preparation of Slopes	200 sq.yd.	1.50	300.00
Concrete Slab Riprap	200 sq.yd.	7.00	1,400.00
			$ 40,314.50

Type Code X721
"SU" Line U'xing Sidewalk (Br. #7543-A) (Sta. Ln 98 00)

Class "A" Concrete (75 cu.yd. $60.00)	All Req.		$ 4,500.00
Metal Reinforcement (3,000 lb. $0.15)	All Req.		450.00
Metal Parapet Railing	660 lin.ft.	$ 7.00	4,620.00
			$ 9,570.00

Type Code X223
Denver Ave. O'xing (Br. #9015) (Sta. 120+77 to Sta. 121+47)

Shoring, Cribbing, etc.	All Req.		$ 10,000.00
Structural Excavation	[illegible],400 cu.yd.	$ 3.00	7,200.00
Structural Excavation Below Elevation Shown	200 cu.yd.	3.00	600.00
Class "A" Concrete (1,600 cu.yd. $75.00)	All Req.		120,000.00
Metal Reinforcement (378,200 lb. $0.125)	All Req.		47,275.00
1-inch Electrical Conduit	140 lin.ft.	1.50	210.00
			$ 185,285.00

Type Code X281
Delta Park Interchange O'xing (Br. #9316) (Sta. 128+47.17 to Sta. 130+41.17)

Shoring, Cribbing, etc.	All Req.		$ 2,000.00
Structural Excavation	500 cu.yd.	$ 5.00	2,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	5.00	250.00
Furnish 10" BP 42# Steel Piling	11,120 lin.ft.	5.00	55,600.00
Drive Steel Piles	106 only	85.00	9,010.00
Splice Steel Piles	25 only	30.00	750.00
Class "A" Concrete (700 cu.yd. $75.00)	All Req.		52,500.00
50' to 55' Type III Prestressed Beams	10 only	900.00	9,000.00
55' to 60' Type III Prestressed Beams	10 only	900.00	9,000.00
80' to 85' Type III Prestressed Beams	11 only	1,500.00	16,500.00
85' to 90' Type III Prestressed Beams	3 only	1,500.00	4,500.00
Metal Reinforcement (159,000 lb. $0.125)	All Req.		19,875.00
Metal Parapet Railing	388 lin.ft.	6.50	2,522.00
Preparation of Slopes	950 sq.yd.	1.50	1,425.00
Concrete Slab Riprap	950 sq.yd.	7.00	6,650.00
1 1/4-inch Electrical Conduit	420 lin.ft.	1.50	630.00
			$ 192,712.00

Subtotal	$ 427,881.50
10% Engr. & Cont.	42,787.50
Total	$ 470,669.00

Length of Roadway - - - - - - 1.199 Miles
Length of 4 Structures- - - - 0.050 Mile
Length of 2 Structures- - - - 0.235 Mile (Exceptions)
Total Length- - - - - - - - - 1.484 Miles
Cost of Roadway Per Mile- - - $1,267,512.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,519,748.00	$1,398,000.00	$121,748.00
Structures	470,669.00	433,000.00	37,669.00
	$1,990,417.00	$1,831,000.00	$159,417.00

N. UNIT, MINNESOTA FREEWAY SECTION

PROJECT NO. I-5-6(52)307

Prestressed Beam Quantities

35' to 40' Beams

Overhead			$ 100.00
Class "AA" Concrete	3.83 cu.yd.	$57.00	218.31
Metal Reinforcement	477 lb.	0.12	57.24
Prestress Steel	199 lb.	0.40	79.60
			$ 455.15

50' to 55' Beams

Overhead			$ 75.00
Class "AA" Concrete	8.2 cu.yd.	$52.00	426.40
Metal Reinforcement	915 lb.	0.12	109.80
Prestress Steel	680 lb.	0.40	272.00
			$ 883.20

55' to 60' Beams

Overhead			$ 75.00
Class "AA" Concrete	8.4 cu.yd.	$52.00	436.80
Metal Reinforcement	925 lb.	0.12	111.00
Prestress Steel	700 lb.	0.40	280.00
			$ 902.80

80' to 85' Beams

Overhead			$ 100.00
Class "AA" Concrete	12.5 cu.yd.	$52.00	650.00
Metal Reinforcement	1,155 lb.	0.12	138.60
Prestress Steel	1,590 lb.	0.40	636.00
			$1,524.60

85' to 90' Beams

Overhead			$ 100.00
Class "AA" Concrete	12.7 cu.yd.	$52.00	660.40
Metal Reinforcement	1,165 lb.	0.12	139.80
Prestress Steel	1,610 lb.	0.40	644.00
			$1,544.20

Oregon State Highway Department

Federal Aid
Project No. I-5-6(52)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 3, 1964

Type Code 6201
Roadway (Sta. 89+65 to Sta. 168+00.25)

Clearing and Grubbing	All	Req. (99%)		$ 9,900.00
Removal of Miscellaneous Concrete and Masonry	All	Required		20,000.00
Provide for Traffic	All	Required		15,000.00
Drainage Excavation, Unclassified	8,220	cu.yd.	$ 3.00	24,660.00
Special Borrow Excavation, Unclassified	49,800	cu.yd.	1.75	87,150.00
General Excavation, Unclassified	184,700	cu.yd.	0.50	92,350.00
Impervious Dike Embankment	70,300	cu.yd.	2.25	158,175.00
Pervious Dike Embankment	44,600	cu.yd.	1.50	66,900.00
Furnishing and Placing Topsoil	19,100	cu.yd.	3.00	57,300.00
Finishing Roadbed and Slopes	All	Req. (99%)		4,950.00
Seeding	60	acres	150.00	9,000.00
Mulching	60	acres	200.00	12,000.00
Grass Seed, Creeping Red Fescue	620	lbs.	0.60	372.00
Grass Seed, Chewings Fescue	430	lbs.	0.60	258.00
Grass Seed, Perennial Ryegrass	190	lbs.	0.50	95.00
Grass Seed, Newport Bluegrass	310	lbs.	1.00	310.00
Dutch White Clover	310	lbs.	1.00	310.00
Inorganic Fertilizer, 10-16-8	250	cwt.	6.00	1,500.00
Jute Matting	6,500	sq.yd.	0.50	3,250.00
8-inch Sewer Pipe	2,610	lin.ft.	3.00	7,830.00
12-inch Sewer Pipe	2,080	lin.ft.	3.50	7,280.00
15-inch Sewer Pipe	480	lin.ft.	3.75	1,800.00
18-inch Sewer Pipe	1,100	lin.ft.	5.00	5,500.00
Extra for Pipe Under Pavement	80	lin.ft.	6.00	480.00
Concrete Anchor Blocks	4	only	75.00	300.00
12-inch Corrugated Metal Pipe	1,330	lin.ft.	3.75	4,987.50
15-inch Corrugated Metal Pipe	200	lin.ft.	4.25	850.00
18-inch Corrugated Metal Pipe	550	lin.ft.	5.00	2,750.00
30-inch Corrugated Metal Pipe, Nested Type	330	lin.ft.	15.00	4,950.00
8-inch Drain Pipe	270	lin.ft.	2.75	742.50
6-inch Perforated Drain Pipe	310	lin.ft.	2.00	620.00
8-inch Perforated Drain Pipe	4,970	lin.ft.	2.50	12,425.00
Special Backfill in Drains	480	cu.yd.	6.00	2,880.00

1-inch Electrical Conduit	120	lin.ft.	$ 1.00	$ 120.00
2-inch Galvanized Water Pipe	50	lin.ft.	2.00	100.00
2½-inch Galvanized Water Pipe	90	lin.ft.	2.50	225.00
3-inch Galvanized Water Pipe	70	lin.ft.	3.25	227.50
12-inch Culvert End Sections	2	only	35.00	70.00
18-inch Culvert End Sections	4	only	45.00	180.00
30-inch Metal Seepage Barrier	5	only	150.00	750.00
Concrete Inlets, Type "D"	4	only	90.00	360.00
Concrete Inlets, Type "G"	1	only	90.00	90.00
Concrete Inlets, Type "G-1"	50	only	85.00	4,250.00
Concrete Inlets, Type "CG-1"	12	only	90.00	1,080.00
Curb Inlets	13	only	100.00	1,300.00
Concrete Manholes	18	only	350.00	6,300.00
Adjustment of Manholes	6	only	100.00	600.00
Adjustment of Inlets	8	only	50.00	400.00
Reconstruction of Manholes	8	only	200.00	1,600.00
Concrete Curbs	880	cu.yd.	37.50	33,000.00
Concrete Walks and Surfacings	1,000	sq.yd.	4.00	4,000.00
Concrete in Islands	540	cu.yd.	35.00	18,900.00
Wood Felloe Guards	1,440	lin.ft.	1.50	2,160.00
Guide Posts, y-2	250	only	7.50	1,875.00
Guide Posts, y-3	4	only	8.00	32.00
Salvage and Reinstall Type CL-6 Fence	1,800	lin.ft.	1.50	2,700.00
Type CL-6 Fence	3,300	lin.ft.	2.25	7,425.00
12' Type CL-6 Single Gates	1	only	150.00	150.00
Metal Guard Rail	11,150	lin.ft.	2.50	27,875.00
Metal Median Barrier	8,000	lin.ft.	3.75	30,000.00
Rail End Pieces	46	only	5.00	230.00
Salvage and Reinstall Median Barrier	250	lin.ft.	2.00	500.00
Salvage and Reinstall Guard Rail	1,400	lin.ft.	1.50	2,100.00
Guard Rail-Salvaged Barricade	1,050	lin.ft.	1.00	1,050.00
Salvage and Stockpile Type 1 Barricade	250	lin.ft.	1.00	250.00
Salvage and Reinstall Type 2 Barricade	225	lin.ft.	1.50	337.50
Coarse Crushed Material in Base	85,130	tons	2.25	191,542.50
3/4"-0 Material in Base	6,780	tons	2.35	15,933.00
Sprinkling	4,300	M-gals.	3.00	12,900.00
Asphaltic Plant Mix Bituminous Base	14,660	tons	5.75	84,295.00
Class "B" Asphaltic Concrete	19,300	tons	6.00	115,800.00
Class "C" Asphaltic Concrete	800	tons	9.00	7,200.00
RS-1 Asphalt	4	tons	100.00	400.00
Asphaltic Concrete Traffic Markers, Type "L"	410	lin.ft.	1.00	410.00
Removal of Existing Sign Installations	All Required			750.00
12-inch Reinforced Concrete Bridge End Panels	570	sq.yd.	12.00	6,840.00
Furnish 8" BP 36# Steel Piling	140	lin.ft.	5.50	770.00
Furnish 10" BP 42# Steel Piling	41	lin.ft.	7.00	287.00
Drive Steel Piles	11	only	75.00	825.00

Sign Support Footings	All Req. (87%)		$ 10,292.10
Metal Sign Posts	All Req. (94%)		2,256.00
60'-0" thru 70'-0" Sign Bridges	All Required		10,500.00
Butterfly Sign Structures	All Req. (93%)		27,156.00
Single Sign Supports	All Required		250.00
Revision and Moving of Existing Sign Structures	All Required		6,890.00
Overhead Sign Illumination Equipment	All Req. (91%)		17,654.00
Wood Sign Posts	All Req. (97%)		843.90
Type "A" and "B" Signs in Place	3,781 sq.ft.	$ 6.00	22,686.00
Type "C", "D" and "R" Signs in Place	880 sq.ft.	3.65	3,212.00
Type "E", "F", "G" and "M" Signs in Place	143 sq.ft.	3.80	543.40
Type "P" Signs in Place	18 sq.ft.	5.00	90.00
Illumination Installation Complete	All Req. (95%)		62,600.00
Concrete Slab Riprap (Br. #8995-A)	459 sq.yd.	7.00	3,213.00
Preparation of Slopes (Br. #8995-A)	459 sq.yd.	1.50	688.50
			$1,373,939.40

Flagging (57½% of Contractor's Cost)	All Required		$ 4,000.00
Guide Signs	All Required		1,500.00
Sign Covers	All Required		500.00
			$ 6,000.00

Utilities

Work by Portland General Electric Co.	All Required		$ 2,500.00
	Subtotal		1,382,439.40
	10% Engr. & Cont.		138,243.60
	Total		$1,520,683.00

Type Code X281
Union Ave.-Swift Rd. Structure "B" (Br. #8995-B) (Sta. L 95+50) (114 feet)

Remove Existing Structures	All Required		$ 8,000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	130 cu.yd.	$ 5.00	650.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish Treated Timber Piling	3,240 lin.ft.	1.50	4,860.00
Drive Timber Piles	36 only	60.00	2,160.00
Class "A" Concrete (160 cu.yd. $75.00)	All Required		12,000.00
35' to 40' Type II Prestressed Beams	12 only	400.00	4,800.00

Metal Reinforcement (28,500 lbs. $0.125)	All Required		$ 3,562.50
Metal Parapet Railing	228 lin.ft.	$ 6.50	1,482.00
Preparation of Slopes	200 sq.yd.	1.50	300.00
Concrete Slab Riprap	200 sq.yd.	7.00	1,400.00
			$ 40,314.50

Type Code X721
"SU" Line U'xing Sidewalk (Br. #7543A)(Sta. Ln 98+00)

Class "A" Concrete (75 cu.yd. $60.00)	All Required		$ 4,500.00
Metal Reinforcement (3,000 lbs. $0.15)	All Required		450.00
Metal Parapet Railing	660 lin.ft.	$ 7.00	4,620.00
			$ 9,570.00

Type Code X223
Denver Ave. O'xing (Br. #9015)(Sta. 120+77 to Sta. 121+47)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	2,400 cu.yd.	$ 3.00	7,200.00
Structural Excavation Below Elevation Shown	200 cu.yd.	3.00	600.00
Class "A" Concrete (1,600 cu.yd. $75.00)	All Required		120,000.00
Metal Reinforcement (378,200 lb. $0.125)	All Required		47,275.00
1-inch Electrical Conduit	140 lin.ft.	1.50	210.00
			$ 185,285.00

Type Code X281
Delta Park Interchange O'xing (Br. #9316)(Sta. 128+47.17 to Sta. 130+41.17)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	500 cu.yd.	$ 5.00	2,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	5.00	250.00
Furnish 10" BP 42# Steel Piling	11,120 lin.ft.	5.00	55,600.00
Drive Steel Piles	106 only	85.00	9,010.00
Splice Steel Piles	25 only	30.00	750.00
Class "A" Concrete (700 cu.yd. $75.00)	All Required		52,500.00
50' to 55' Type III Prestressed Beams	10 only	900.00	9,000.00
55' to 60' Type III Prestressed Beams	10 only	900.00	9,000.00
80' to 85' Type III Prestressed Beams	11 only	1,500.00	16,500.00
85' to 90' Type III Prestressed Beams	3 only	1,500.00	4,500.00
Metal Reinforcement (159,000 lb. $0.125)	All Required		19,875.00
Metal Parapet Railing	388 lin.ft.	6.50	2,522.00
Preparation of Slopes	950 sq.yd.	1.50	1,425.00

Concrete Slab Riprap	950 sq.yd.	$ 7.00	$ 6,650.00
1½-inch Electrical Conduit	420 lin.ft.	1.50	630.00
			$ 192,712.00
	Subtotal		$ 427,881.50
	10% Engr. & Cont.		42,787.50
	Total		$ 470,669.00

Length of Roadway - - - - - - - - - - - - - - - 1.199 miles
Length of 4 Structures- - - - - - - - - - - - - 0.050 miles
Length of 2 Structures- - - - - - - - - - - - - 0.235 miles (Exceptions)
Total Length - - - - - - - - - - - - - - - - - 1.484 miles
Cost of Roadway per Mile- - - - - - - - - - - - $1,268,292.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,520,683.00	$ 1,399,000.00	$ 121,683.00
Structures	470,669.00	433,000.00	37,669.00
	$ 1 991,352.00	$ 1,832,000.00	$ 159,352.00

N. Unit, Minnesota Freeway Section

Project No. I-5-6(52)307

Prestressed Beam Quantities

35' to 40' Beams

Overhead			$ 100.00
Class "AA" Concrete	3.83 cu.yd.	$ 57.00	218.31
Metal Reinforcement	477 lbs.	0.12	57.24
Prestress Steel	199 lbs.	0.40	79.60
			$ 455.15

50' to 55' Beams

Overhead			$ 75.00
Class "AA" Concrete	8.2 cu.yd.	$ 52.00	426.40
Metal Reinforcement	915 lbs.	0.12	109.80
Prestress Steel	680 lbs.	0.40	272.00
			$ 883.20

55' to 60' Beams

Overhead			$ 75.00
Class "AA" Concrete	8.4 cu.yd.	$ 52.00	436.80
Metal Reinforcement	925 lbs.	0.12	111.00
Prestress Steel	700 lbs.	0.40	280.00
			$ 902.80

80' to 85' Beams

Overhead			$ 100.00
Class "AA" Concrete	12.5 cu.yd.	$ 52.00	650.00
Metal Reinforcement	1,155 lb.	0.12	138.60
Prestress Steel	1,590 lb.	0.40	636.00
			$1,524.60

85' to 90' Beams

Overhead			$ 100.00
Class "AA" Concrete	127 cu.yd.	$ 52.00	660.40
Metal Reinforcement	1,165 lb.	0.12	139.80
Prestress Steel	1,610 lbs.	0.40	644.00
			$1,544.20

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(52)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 19, 1964

Type Code 6201
Roadway (Sta. 89+65 to Sta. 168+00.25)

Clearing and Grubbing	All	Req. (99%)		$ 9,900.00
Removal of Miscellaneous Concrete and Masonry	All	Req.		20,000.00
Provide for Traffic	All	Req.		15,000.00
Drainage Excavation, Unclassified	8,220	cu.yd.	$ 3.00	24,660.00
Special Borrow Excavation, Unclassified	49,800	cu.yd.	1.75	87,150.00
General Excavation, Unclassified	184,700	cu.yd.	0.50	92,350.00
Impervious Dike Embankment	70,300	cu.yd.	2.25	158,175.00
Pervious Dike Embankment	44,600	cu.yd.	1.50	66,900.00
Furnishing and Placing Topsoil	19,100	cu.yd.	3.00	57,300.00
Finishing Roadbed and Slopes	All	Req. (99%)		4,950.00
Seeding	60	acre	150.00	9,000.00
Mulching	90	acre	200.00	18,000.00
Grass Seed, Creeping Red Fescue	620	lb.	0.60	372.00
Grass Seed, Chewings Fescue	430	lb.	0.60	258.00
Grass Seed, Perennial Ryegrass	190	lb.	0.50	95.00
Grass Seed, Newport Bluegrass	310	lb.	1.00	310.00
Dutch White Clover	310	lb.	1.00	310.00
Inorganic Fertilizer, 10-16-8	250	cwt.	6.00	1,500.00
Jute Matting	6,500	sq.yd.	0.50	3,250.00
8-inch Sewer Pipe	2,610	lin.ft.	3.00	7,830.00
12-inch Sewer Pipe	2,080	lin.ft.	3.50	7,280.00
15-inch Sewer Pipe	480	lin.ft.	3.75	1,800.00
18-inch Sewer Pipe	1,100	lin.ft.	5.00	5,500.00
Extra for Pipe under Pavement	80	lin.ft.	6.00	480.00
Concrete Anchor Blocks	4	only	75.00	300.00
12-inch Corrugated Metal Pipe	1,330	lin.ft.	3.75	4,987.50
15-inch Corrugated Metal Pipe	200	lin.ft.	4.25	850.00
18-inch Corrugated Metal Pipe	550	lin.ft.	5.00	2,750.00
30-inch Corrugated Metal Pipe, Nested Type	330	lin.ft.	15.00	4,950.00
8-inch Drain Pipe	270	lin.ft.	2.75	742.50
6-inch Perforated Drain Pipe	310	lin.ft.	2.00	620.00
8-inch Perforated Drain Pipe	4,970	lin.ft.	2.50	12,425.00
Special Backfill in Drains	480	cu.yd.	6.00	2,880.00
1-inch Electrical Conduit	120	lin.ft.	1.00	120.00
2-inch Galvanized Water Pipe	50	lin.ft.	2.00	100.00

1 1/2-inch Galvanized Water Pipe	90 lin.ft.	$ 2.50	$ 225.00
3-inch Galvanized Water Pipe	70 lin.ft.	3.25	227.50
12-inch Culvert End Sections	2 only	35.00	70.00
18-inch Culvert End Sections	4 only	45.00	180.00
30-inch Metal Seepage Barrier	5 only	150.00	750.00
Concrete Inlets, Type "D"	4 only	90.00	360.00
Concrete Inlets, Type "G"	1 only	90.00	90.00
Concrete Inlets, Type "G-1"	50 only	85.00	4,250.00
Concrete Inlets, Type "CG-1"	12 only	90.00	1,080.00
Curb Inlets	13 only	100.00	1,300.00
Concrete Manholes	18 only	350.00	6,300.00
Adjustment of Manholes	6 only	100.00	600.00
Adjustment of Inlets	8 only	50.00	400.00
Reconstruction of Manholes	8 only	200.00	1,600.00
Concrete Curbs	880 cu.yd.	37.50	33,000.00
Concrete Walks and Surfacings	1,000 sq.yd.	4.00	4,000.00
Concrete in Islands	540 cu.yd.	35.00	18,900.00
Wood Felloe Guards	1,440 lin.ft.	1.50	2,160.00
Guide Posts, Y-2	250 only	7.50	1,875.00
Guide Posts, Y-3	4 only	8.00	32.00
Salvage and Reinstall Type CL-6 Fence	1,800 lin.ft.	1.50	2,700.00
Type CL-6 Fence	3,300 lin.ft.	2.25	7,425.00
12' Type CL-6 Single Gates	1 only	150.00	150.00
Metal Guard Rail	11,150 lin.ft.	2.50	27,875.00
Metal Median Barrier	8,000 lin.ft.	3.75	30,000.00
Rail End Pieces	46 only	5.00	230.00
Salvage and Reinstall Median Barrier	250 lin.ft.	2.00	500.00
Salvage and Reinstall Guard Rail	1,400 lin.ft.	1.50	2,100.00
Guard Rail-Salvaged Barricade	1,050 lin.ft.	1.00	1,050.00
Salvage and Stockpile Type 1 Barricade	250 lin.ft.	1.00	250.00
Salvage and Reinstall Type 2 Barricade	225 lin.ft.	1.50	337.50
Coarse Crushed Material in Base	85,130 ton	2.25	191,542.50
3/4" - 0 Material in Base	6,780 ton	2.35	15,933.00
Sprinkling	4,300 M-gal.	3.00	12,900.00
Asphaltic Plant-Mix Bituminous Base	14,660 ton	5.75	84,295.00
Class "B" Asphaltic Concrete	19,300 ton	6.00	115,800.00
Class "C" Asphaltic Concrete	800 ton	9.00	7,200.00
RS-1 Asphalt	4 ton	100.00	400.00
Asphaltic Concrete Traffic Markers, Type "L"	410 lin.ft.	1.00	410.00
Removal of Existing Sign Installations	All Req.		750.00
12-inch Reinforced Concrete Bridge End Panels	570 sq.yd.	12.00	6,840.00

Furnish 8" BP 36# Steel Piling	140 lin.ft.	$ 5.50	$ 770.00
Furnish 10" BP 42# Steel Piling	41 lin.ft.	7.00	287.00
Drive Steel Piles	11 only	75.00	825.00
Sign Support Footings	All Req. (87%)		10,292.10
Metal Sign Posts	All Req. (94%)		2,256.00
60'-0" Thru 70'-0" Sign Bridges	All Req.		10,500.00
Butterfly Sign Structures	All Req. (93%)		47,156.00
Single Sign Supports	All Req.		250.00
Revision and Moving of Existing Sign Structures	All Req.		6,890.00
Overhead Sign Illumination Equipment	All Req. (91%)		17,654.00
Wood Sign Posts	All Req. (97%)		843.90
Type "A" and "B" Signs in Place	3,781 sq.ft.	6.00	22,686.00
Type "C", "D" and "R" Signs in Place	880 sq.ft.	3.65	3,212.00
Type "E", "F", "G" and "M" Signs in Place	143 sq.ft.	3.80	543.40
Type "P" Signs in Place	18 sq.ft.	5.00	90.00
Illumination Installation, Complete	All Req. (95%)		62,600.00
			$1,370,037.90

Flagging (57½% of Contractor's Cost)	All Req.	$ 4,000.00
Guide Signs	All Req.	1,500.00
Sign Covers	All Req.	500.00
		$ 6,000.00

Utilities

Work by Portland General Elec. Co.	All Req.	$ 2,500.00
	Subtotal	$1,378,537.90
	10% Engr. & Cont.	137,853.10
	Total	$1,516,391.00

Type Code X281

Union Ave.-Swift Rd. Structure "B" (Br. #8995-B)(Sta. L 95+50)(114 Feet)

Remove Existing Structures	All Req.		$ 8,000.00
Shoring, Cribbing, etc.	All Req.		1,000.00
Structural Excavation	130 cu.yd.	$ 5.00	650.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish Treated Timber Piling	3,240 lin.ft.	1.50	4,860.00
Drive Timber Piles	36 only	60.00	2,160.00
Class "A" Concrete (160 cu.yd. $75.00)	All Req.		12,000.00
35' to 40' Type II Prestressed Beams	12 only	400.00	4,800.00

Metal Reinforcement (28,500 lb. $0.125)	All Req.		$ 3,562.50
Metal Parapet Railing	228 lin.ft.	$ 6.50	1,482.00
Preparation of Slopes	200 sq.yd.	1.50	300.00
Concrete Slab Riprap	200 sq.yd.	7.00	1,400.00
			$ 40,314.50

Type Code X721
"SU" Line U'xing Sidewalk (Br. #7543 A) Sta. Ln 98+00)

Class "A" Concrete (75 cu.yd. $60.00)	All Req.		$ 4,500.00
Metal Reinforcement (3,000 lb. $0.15)	All Req.		450.00
Metal Parapet Railing	660 lin.ft.	$ 7.00	4,620.00
			$ 9,570.00

Type Code X223
Denver Ave. O'xing (Br. #9015) (Sta. 120+77 to Sta. 121+47)

Shoring, Cribbing, etc.	All Req.		$ 10,000.00
Structural Excavation	2,400 cu.yd.	$ 3.00	7,200.00
Structural Excavation Below Elevation Shown	200 cu.yd.	3.00	600.00
Class "A" Concrete (1,600 cu.yd. $75.00)	All Req.		120,000.00
Metal Reinforcement 378,200 lb. $0.125)	All Req.		47,275.00
1-inch Electrical Conduit	140 lin.ft.	1.50	210.00
			$ 185,485.00

Type Code X281
Delta Park Interchange O'xing (Br. #9316) Sta. 128+47.17 to Sta. 130+41.17)

Shoring, Cribbing, etc.	All Req.		$ 2,000.00
Structural Excavation	500 cu.yd.	$ 5.00	2,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	5.00	250.00
Furnish 10" BP 42# Steel Piling	11,120 lin.ft.	5.00	55,600.00
Drive Steel Piles	106 only	85.00	9,010.00
Splice Steel Piles	25 only	30.00	750.00
Class "A" Concrete 700 cu.yd. $75.00)	All Req.		52,500.00
50' to 55' Type III Prestressed Beams	10 only	900.00	9,000.00
55' to 60' Type III Prestressed Beams	10 only	900.00	9,000.00

80' to 85' Type III Prestressed Beams	11 only	$1,500.00	$ 16,500.00
85' to 90' Type III Prestressed Beams	3 only	1,500.00	4,500.00
Metal Reinforcement (159,000 lb. $0.125)	All Req.		19,875.00
Metal Parapet Railing	388 lin.ft.	6.50	2,522.00
Preparation of Slopes	950 sq.yd.	1.50	1,425.00
Concrete Slab Riprap	950 sq.yd.	7.00	6,650.00
1 1/4-inch Electrical Conduit	420 lin.ft.	1.50	630.00
			$ 192,712.00
	Subtotal		$ 427,881.50
	10% Engr. & Cont.		42,787.50
	Total		$ 470,669.00

Length of Roadway - - - - - 1.199 Miles
Length of 4 Structures- - - 0.050 Mile
Length of 2 Structures- - - 0.235 Mile (Exceptions)
Total Length- - - - - - - - 1.484 Miles
Cost of Roadway Per Mile- - $1,264,713.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,516,391.00	$1,395,000.00	$121,391.00
Structures	470,669.00	433,000.00	37,669.00
	$1,987,060.00	$1,828,000.00	$159,060.00

. N. UNIT, MINNESOTA FREEWAY SECTION

PROJECT NO. I-5-6(52)307

Prestressed Beam Quantities

35' to 40' Beams

Overhead			$ 100.00
Class "AA" Concrete	3.83 cu.yd.	$57.00	218.31
Metal Reinforcement	477 lb.	0.12	57.24
Prestress Steel	199 lb.	0.40	79.60
			$ 455.15

50' to 55' Beams

Overhead			$ 75.00
Class "AA" Concrete	8.2 cu.yd.	$52.00	426.40
Metal Reinforcement	915 lb.	0.12	109.80
Prestress Steel	680 lb.	0.40	272.00
			$ 883.20

55' to 60' Beams

Overhead			$ 75.00
Class "AA" Concrete	8.4 cu.yd.	$52.00	436.80
Metal Reinforcement	925 lb.	0.12	111.00
Prestress Steel	700 lb.	0.40	280.00
			$ 902.80

80' to 85' Beams

Overhead			$ 100.00
Class "AA" Concrete	12.5 cu.yd.	$52.00	650.00
Metal Reinforcement	1,155 lb.	0.12	138.60
Prestress Steel	1,590 lb.	0.40	636.00
			$1,524.60

85' to 90' Beams

Overhead			$ 100.00
Class "AA" Concrete	12.7 cu.yd.	$52.00	660.40
Metal Reinforcement	1,165 lb.	0.12	139.80
Prestress Steel	1,610 lb.	0.40	644.00
			$1,544.20

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SEP 20 1965

FOR FILING
I-5-6(52)307
6393

SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 11, 1965

To:

I. D. Merchant
Bridge Engineer
Building

SUBJECT: Sign Support Revision
North & South Minnesota Fwy. Sections
Pacific Hwy. No. 1 (I-5)
Contract No. (N) 6393 & (S) 6384

Attached are plans showing three locations where signs on the above-named sections are to be removed from sign structures and mounted on overcrossing structures.

Will you please prepare the plans for the steel supports necessary for the signs and luminaires shown on the attached plans. When plans are complete, please send this office six sets of prints for distribution to the Maintenance Division.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

Do not do at this time
S

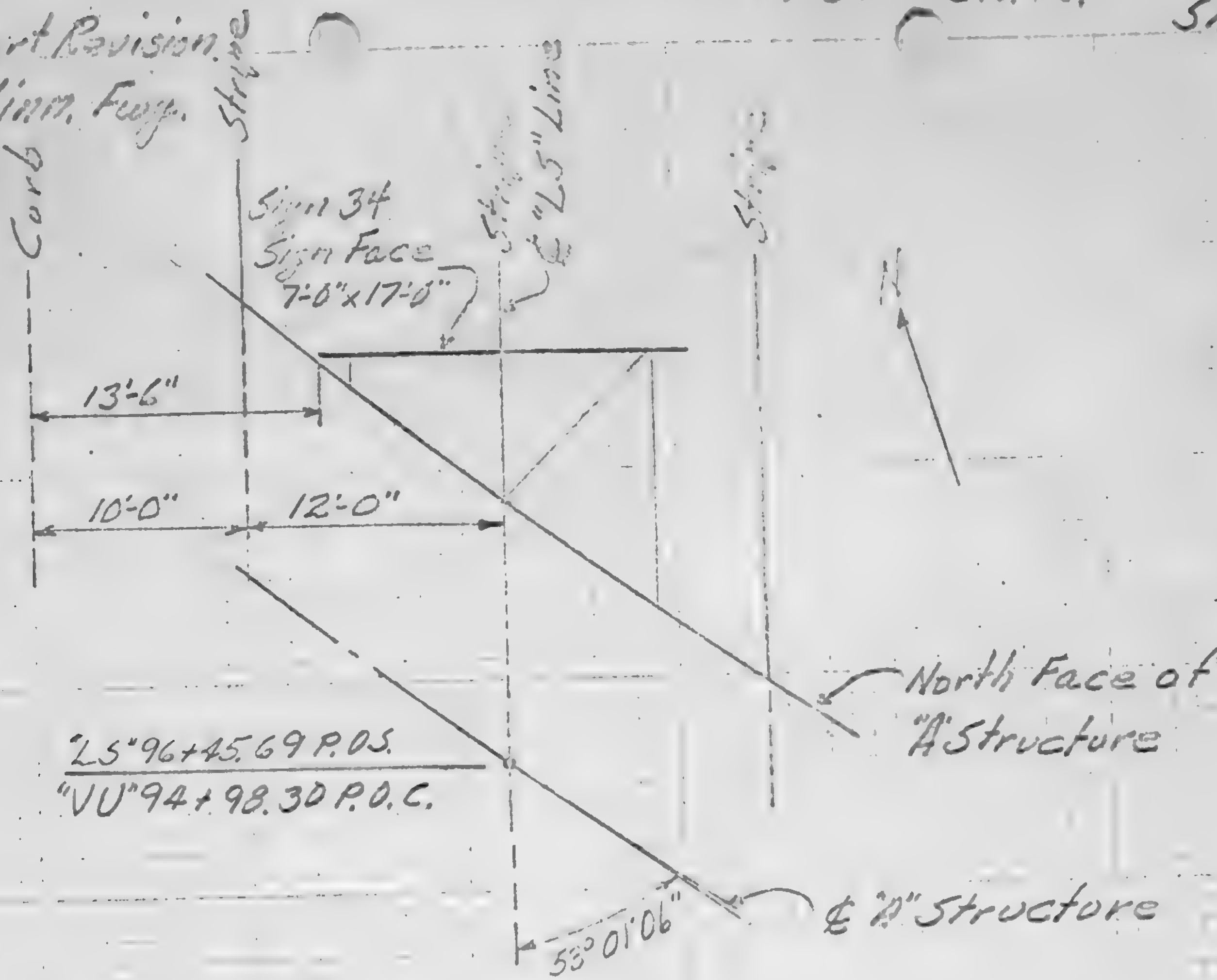
ELS:scr/aa
Attachments

NOTED
T. C. ROAKE

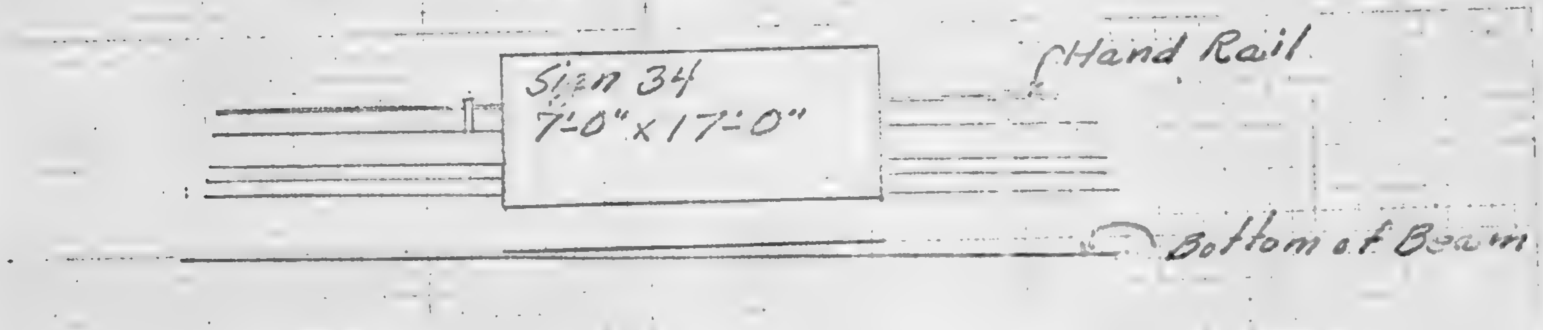
Sign Support Revision
U. Unit. Minn. Fwy.

8-4-65 E.L.S.

Sh. 1 of 3


Curb
Stripe
Sign 34
Sign Face
7'-0"x17'-0"
Stripe
℄ "LS" Line
Stripe
N
13'-6"
10'-0"
12'-0"
North Face of "A" Structure
"LS" 96+45.69 P.O.S.
"VU" 94+98.30 P.O.C.
℄ "A" Structure
53°01'06"

PLAN


Sign 34
7'-0" x 17'-0"
Hand Rail
Bottom of Beam

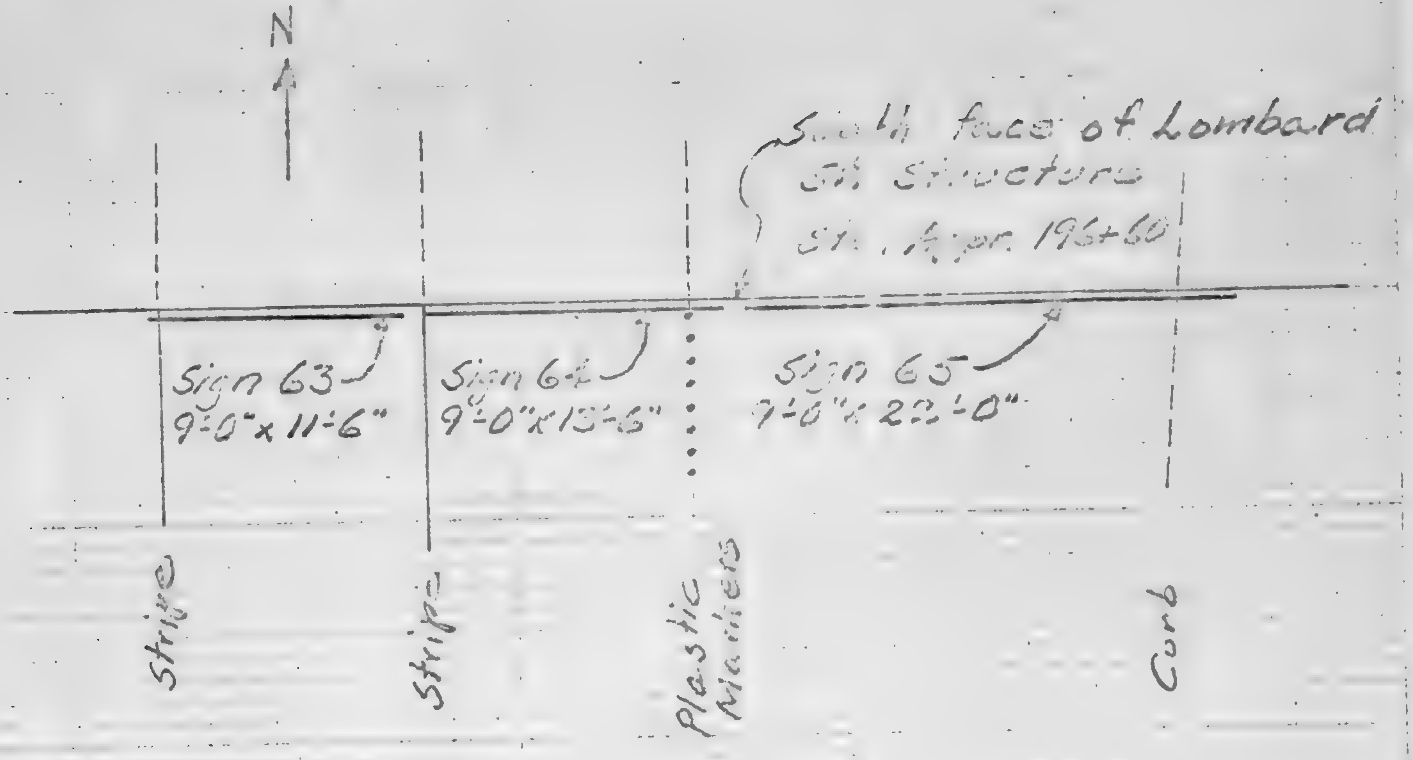
ELEV. (Facing Sign)

Bridge No. 8995A
Dwg. No. 18730 thru 18740

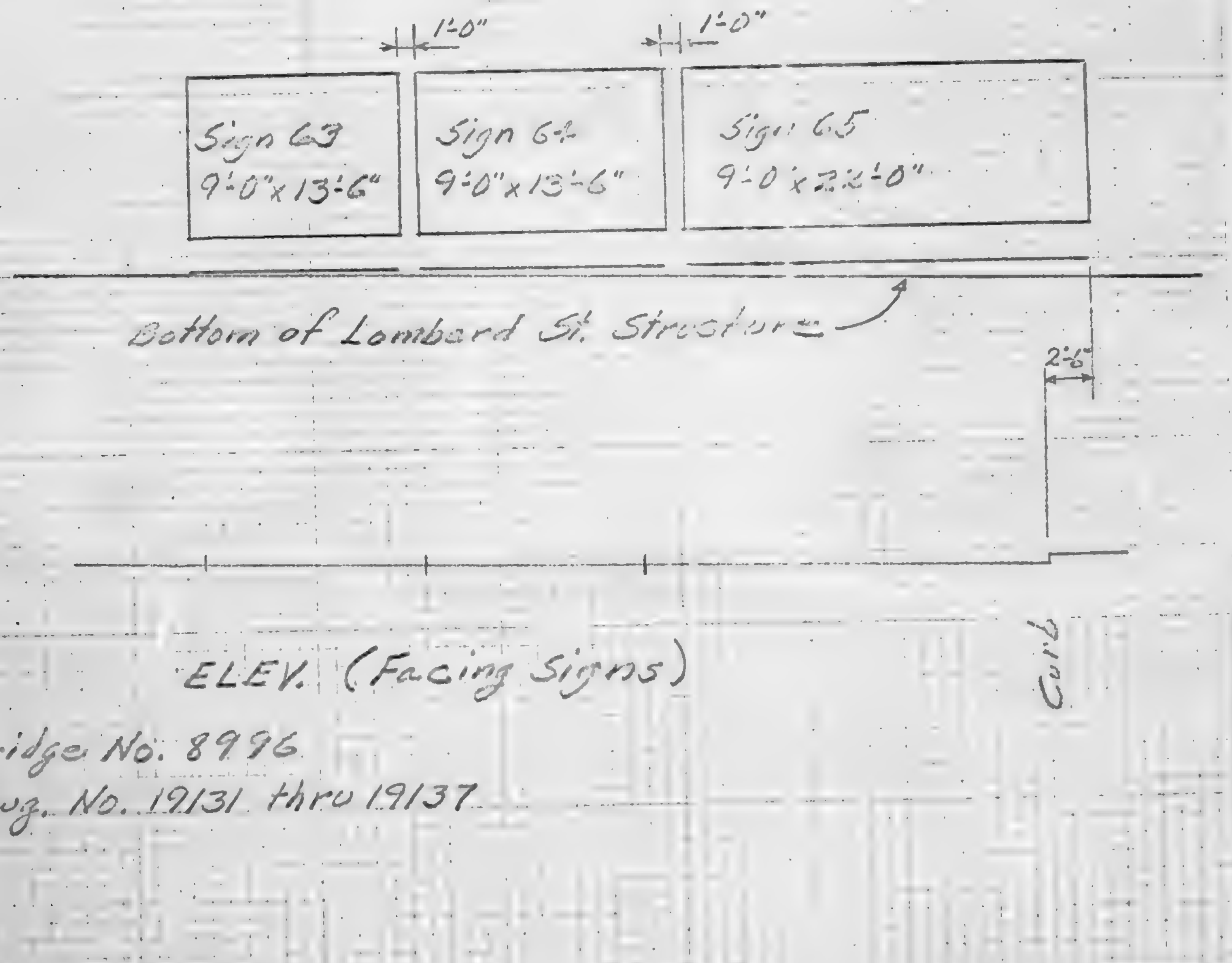
Sign Support Revision
S. Unit Minn. Fwy.

8-10-65 E.L.S.

Sh. 2 of 3


N
South face of Lombard
St. Structure
Sta. Appr. 196+60
Sign 63
9'-0" x 11'-6"
Sign 64
9'-0" x 13'-6"
Sign 65
9'-0" x 22'-0"
Stripe
Stripe
Plastic Markers
Curb

PLAN


1'-0"
1'-0"
Sign 63
9'-0" x 13'-6"
Sign 64
9'-0" x 13'-6"
Sign 65
9'-0" x 22'-0"
Bottom of Lombard St. Structure
2'-6"
Curb

ELEV. (Facing Signs)

Bridge No. 8996
Dwg. No. 19131 thru 19137

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UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

6393

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 5, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(52)307
N. Unit, Minnesota Freeway Section
Pacific Highway
Request for Time Extension

We are unable to concur in your request to extend the completion date of the subject project from November 20, 1964 to April 28, 1965 due to overruns of several contract bid items for the following reasons:

(1) The Special Provisions, on page 5, deletes in its entirety the provisions under the heading, "Increase in Time for Performance of Contract" from the printed insert titled, "Supplemental General Provisions". This eliminates any time extension because of increased quantities.

(2) The Special Provisions state on page 15, under the heading, "Earthwork Quantities Approximate Only", that "General Excavation, Unclassified" and "Special Burrow Excavation, Unclassified" are approximate only and the bid quantities may vary as much as 50 per cent.

(3) The Special Provisions, on page 19, under the heading "Right Reserved to Increase Quantities", state that the bid quantities "Impervious Dike Embankment" and "Pervious Dike Embankment" are approximate only and may increase as much as 50 per cent.

(4) The other bid items, listed in your July 30, 1965 letter, overrun less than 25 per cent of the bid quantities, with the exception of Item 9 - Furnishing and Placing Topsoil. These overruns are considered to be within the slope ordinarily encountered in the construction of this type project.

NOTED
F. B. KLABOE

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.
8-12-65

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AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

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AUG 2 - 1965

FOR FILING
I-5-6(52)307

6-9

July 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Request for Time Extension
N. Unit, Minnesota Freeway
Section, Pacific Highway
Project No. I-5-6(52)307

Dear Sir:

We have received from Peter Kiewit Sons' Company, contractor on the subject project, a request for an extension of the specified completion date from November 20, 1964, to May 1, 1965.

The contractor's request is based on overruns of several contract bid items which effectively increased the time required to complete the project. Some of the major overruns and underruns which occurred on the contract are listed below:

Item	Bid Quantity	Underrun & Overrun	Amount
Special Borrow Exc.	49,800 CY	-15,092	$ -19,167
General Excavation	188,700 CY	9,975	7,481
Impervious Dike Emb.	70,300 CY	9,492	11,865
Pervious Dike Emb.	44,600 CY	14,094	16,208
Top Soil	19,100 CY	43,094	94,807
Base Rock	97,600 Tons	10,224	21,060
Asphaltic Concrete	38,200 Tons	8,873	52,940

These overruns amount to $185,194, which represents 11.15 percent of the original contract amount. Utilizing this percentage of overrun of the original contract amount applied against the original 233 calendar days allowed, amounts to 26 additional calendar days, which is more than the requested extension.

Pertinent dates concerning this project are listed below:

Original Contract Completion Date: November 1, 1964
Approved extension due to strike: November 20, 1964) 12 calendar days

Stop Work Order effective: December 3, 1964) (6 penalty days)
Stop Work Order rescinded: April 28, 1965) 1 calendar day
Project completed: April 28, 1965) (1 penalty day)
13 calendar days
(7 penalty days)

It is our recommendation that the completion date for this project be extended from November 20, 1964, to April 28, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. G. E. Rohde
Mr. A. E. Johnson

DES:bjm srb

A

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JUL 20 1965
FOR FILING

I-5-6(52)307

6393

July 20, 1965

The Aetna Casualty and Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

On July 2, 1965, we wrote to you concerning release of final payment on Contract No. 6393 awarded to Peter Kiewit Sons' Company for grading, paving, structures, signing, and illumination on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $83,062.41 and the total contract amount is $1,886,384.95, including $29,424.46 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkr.

cc Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

C. H. Maison
Attn: John Herr

A

RECEIVED
JUL 2 - 1965
FOR FILING

I-5-6(52)307

6393

July 2, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed April 21, 1965, on Contract No. 6393. The contract was with Peter Kiewit Sons' Company and was for grading, paving, structures, signing and illumination on the N. Unit Minnesota Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 2, 1965, and that you concur in this procedure at the Commission meeting on July 13.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION North Unit, Minnesota Freeway	WEEK ENDING May 14, 1965	SECTION PREFIX 626-1016
HIGHWAY Pacific	COUNTY Multnomah	
NAME OF JOB North Unit, Minnesota Freeway	KIND OF WORK Grading, Paving, Structures, Signing & Illumination	
CONTRACTOR Peter Kiewit Sons' Co.	CONTRACT NUMBER 6393	FEDERAL AID PROJECT NUMBER I-5-6(52)307
DATE OF CONTRACT March 12, 1964	DATE WORK STARTED March 24, 1964	ESTIMATED COMPLETION DATE April 28, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION $2,054,147.57	SPECIFIED COMPLETION DATE November 1, 1964	PERCENT OF TIME ELAPSED 176.5%
EXCLUSIVE OF ENGINEERING $1,909,746.79	ENGINEERING AUTHORIZATION $144,400.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,888,555.99	ENGINEERING COST TO DATE $192,341.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN 1.1 %	PERCENT OF AUTHORIZATION 133.2 %	DATE PROJECT WAS COMPLETED April 28, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Illumination	Signing
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	-	0	0	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Fair	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Fair	0	0	
SATURDAY	-	-	-	

NOTED

[illegible] DIVISION
MAY 1[illegible] 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	Contractor finished his corrective work on this section.
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	-

REMARKS

Corrective work requested on the final inspection has been made. Some sidewalk damdge mentioned on the final inspection is the responsibility of the landscape contractor.

No further weekly reports on this project.

Semi final estimate to be sent in next week.

Routing: Constr. Eng'r L
Div. Eng'r
BPR
~~Landscape~~ Bridge
~~Shuler~~ Ikola
Files

SIGNED James Don
James Don
LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9

RECEIVED
MAY 17 1965

FOR FILING

1513

May 14, 1965

Mr. A. F. Parson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Final Inspection,
N.Unit Minnesota Freeway
I-5-6(52)307

Dear Sir

Reference is made to your letter of May 7 calling our attention to erosion damage existing on the subject-named project.

As you are aware, the contractor has completed his work and moved off the project. The correction of the condition noted is being made under the current Landscape project I-5-6(56)307. In view of this circumstance, we recommend your final acceptance of the subject-named paving project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:lt

cc: F. B. Klaboe
F. D. Morgan
R. N. Chase
C. H. Maison
V. L. Gallagher

RECEIVED
MAY 2[illegible] 1965

Form CD-121 (11-63) (Prus. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: May 7, 1965

In reply refer to: 08-35.4-DA

6372

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Final Inspection, N. Unit Minnesota Freeway - I-5-6(52)307

The north unit of the Minnesota Freeway project was inspected on May 5, 1965. The project was acceptable with the exception of the fill slopes in the Delta Park area. These slopes have eroded due to the excessive rains experienced this winter. Maintenance of these slopes would be very difficult and it is recommended that they be repaired. Since the above contractor completed and moved off the project several months ago it might be possible to include this repair under the current landscape project (Roadside Improvement N. Unit Minnesota I-5-6(56)307).

These areas where repair is made should also have seeding and mulching. This work should be accomplished as soon as possible to allow an adequate root system prior to winter rains. If you elect to repair this erosion under the landscape project we will give our unconditional acceptance of the paving project (I-5-6(52)307)).

BW
5-24

Young
Please follow up and see that we are cleaned as suggested.

RECEIVED
MAY 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

copy sent 5-13-65

orig to Young
5-12-65

Will repair under landscape job

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: May 7, 1965

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. [illegible] Parsons, Division Engineer
Salem, Oregon

SUBJECT: Final Inspection, N. Unit Minnesota Freeway - I-5-6(52)307

The north unit of the Minnesota Freeway project was inspected on May 5, 1965. The project was acceptable with the exception of the fill slopes in the Delta Park area. These slopes have eroded due to the excessive rains experienced this winter. Maintenance of these slopes would be very difficult and it is recommended that they be repaired. Since the above contractor completed and moved off the project several months ago it might be possible to include this repair under the current landscape project (Roadside Improvement N. Unit Minnesota I-5-6(56)307).

These areas where repair is made should also have seeding and mulching. This work should be accomplished as soon as possible to allow an adequate root system prior to winter rains. If you elect to repair this erosion under the landscape project we will give our unconditional acceptance of the paving project (I-5-6(52)307)).

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 4 - 1965

FOR FILING

May 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 28, 1965, on Contract No. 6393, North Unit, Minnesota Freeway Section in Multnomah County, in connection with Federal-Aid Project No. I-5-6(52)307.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:________________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

VG:cr

cc: H. S. Cox

RECEIVED
MAR 16 1965
FOR FILING

6-1

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 11, 1965

SUBJECT: N. Unit Minnesota Freeway
Union-Denver-Swift Interchange

To:

Tom Edwards
Assistant State Highway Engineer
OFFICE

There is attached a proposed plan from Mr. Klaboe concerning a revision in the arrows on existing signs facing southbound traffic at the Union-Denver-Swift Interchange.

You asked that we see if a revision of some sort was possible that would assist traffic to traverse the travel path passed the "EXIT" ramp. If you remember, the path is partially hidden because of vertical and horizontal alignment. The proposed change is merely one of shifting arrows and some legend and will cost practically nothing to accomplish. It will, however, give the driver an up-arrow on the left side of the sign bridge and one on the right hand side of the sign bridge which may assist him in traveling the right path through the interchange.

If you approve, we will have the sign crews make this revision. The revisions shown on the attachments for Sign 37 are being accomplished by Mr. Bothman under a previous project.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachments

Approved
Edwards

Copy to Mr George
3-16-65

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 10, 1965

SUBJECT: N. Unit Minnesota Freeway
Contract: 6393

To: Mr. F. B. Crandall
Traffic Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. L. E. George ✓

I enclose a copy of a report from Peterson to me concerning certain signing on this job. It needs no elaboration, and it is my recommendation that his suggestions be approved.

F B Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:ds

Enclosure

cc: Mr. F. D. Morgan
Mr. D. L. Peterson

[illegible]

NOTED
L. E. GEORGE

FORM E-90X [illegible] 7-60 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 18, 1965

SUBJECT: Signing
Southbound Off-ramp
Union Avenue
Portland
North Unit Minnesota Freeway

To:

Fred Klaboe
Metropolitan Engineer
PORTLAND

Mr. Edwards has requested us to see if there is some method of improving the signing for southbound traffic as it leaves the Slough Bridge and approaches the off-ramp to Union Avenue. The part of the signing that should be looked at is on the overhead bridge located just in advance of the Union Avenue off-ramp.

The existing arrows do not give enough indication that traffic is to turn left and not go straight ahead down the on-ramp.

Will you please have Dennis see if something can be done to improve this matter.

L. E. George
L. E. George
Assistant Traffic Engineer

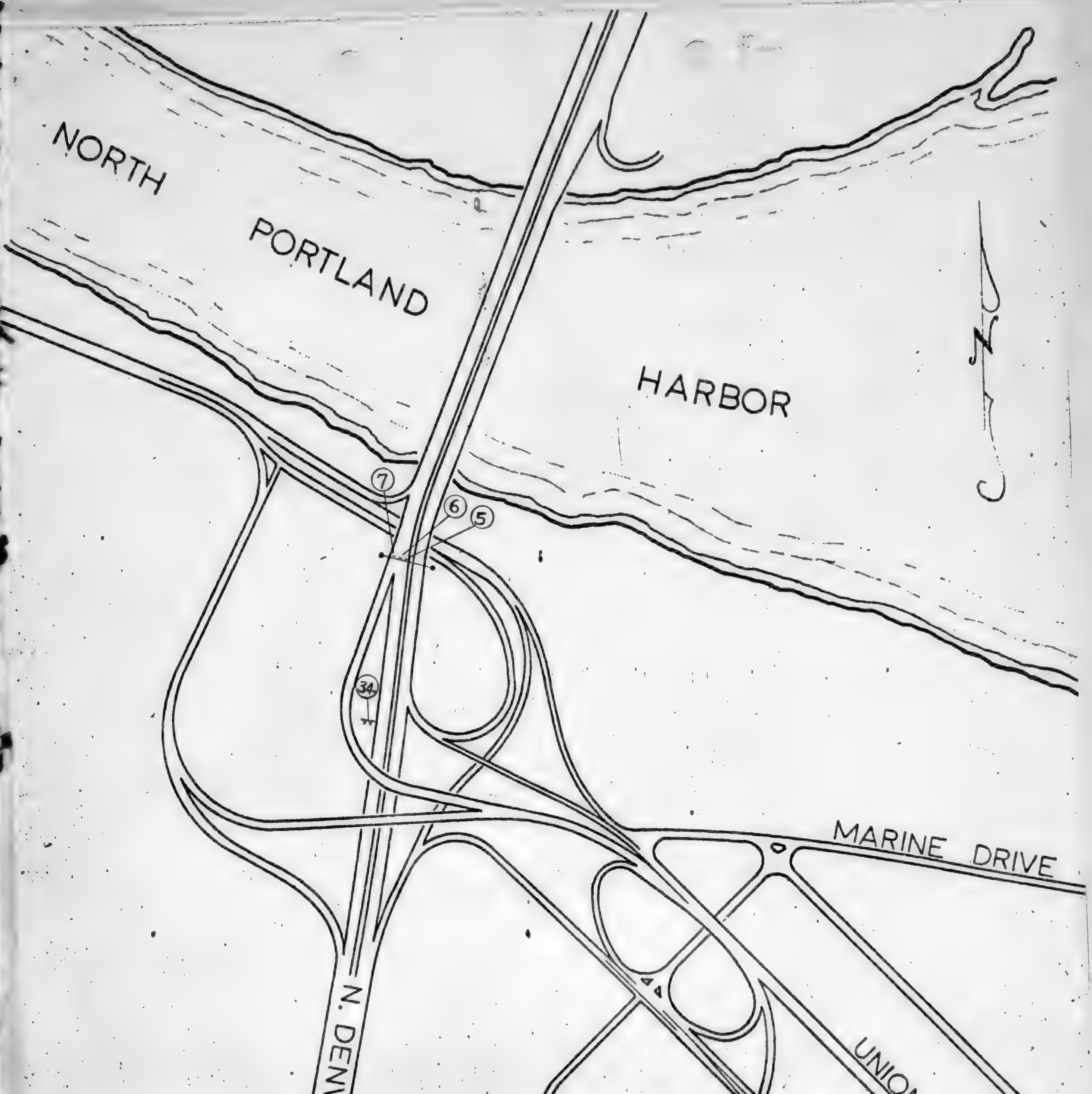
LEG:njc

cc: Tom Edwards

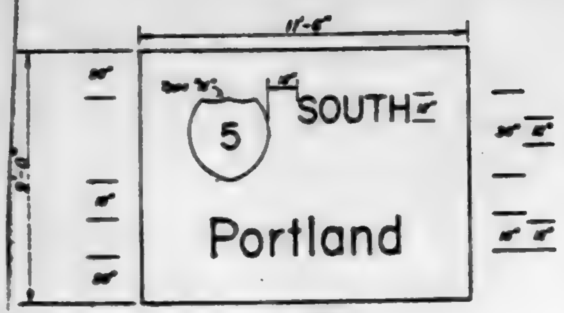
REFERRED TO
Peterson
Date: 2/23/65 By: [illegible]
For: Investigate & report

Due Date: 3/1/65

METROPOLITAN ENGINEER
RECEIVED
FEB 23 1965
Noted ☒ ☐ ☐ ☐ ☐
ME AME AME

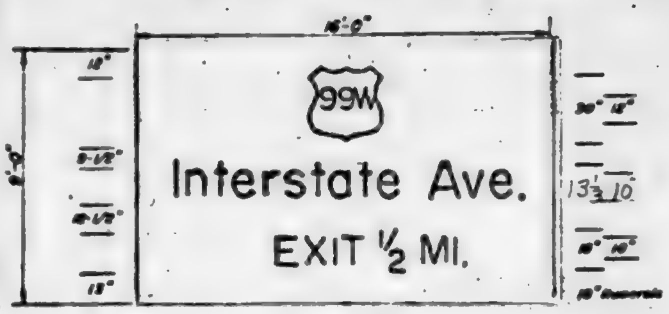

NORTH PORTLAND HARBOR
N
⑦
⑥
⑤
㉞
MARINE DRIVE
UNION AVE.
N. DENVER AVE.
㊲
㊳
To Portland
㊷
㊶

EXISTING SIGNS


11'-6"
8'-0"
5
SOUTH
Portland

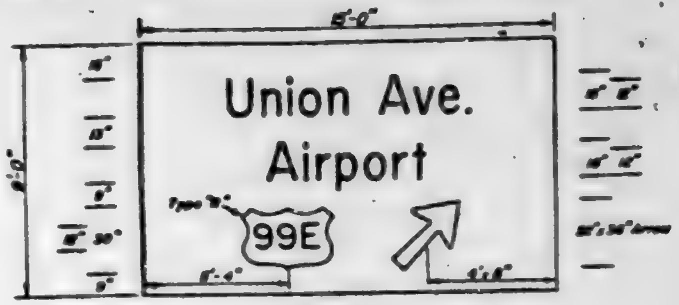
Sign ⑤
Type "A"

See Change


16'-0"
8'-0"
99W
Interstate Ave.
EXIT ½ MI.
13⅓ 10

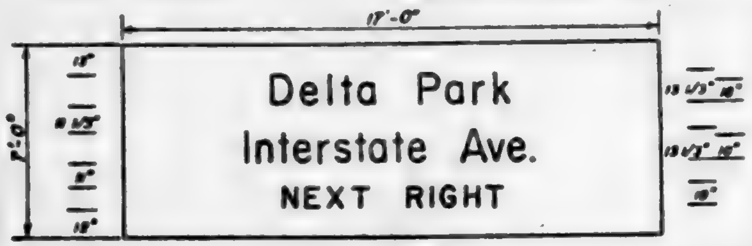
Sign ⑥
Type "A"

See Change


15'-0"
8'-0"
Union Ave.
Airport
99E

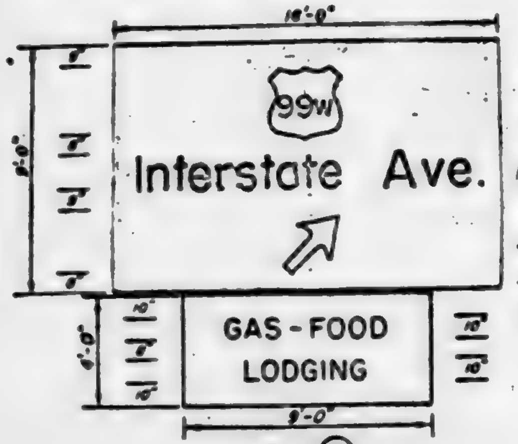
Sign ⑦
Type "A"

Retain


17'-0"
7'-0"
Delta Park
Interstate Ave.
NEXT RIGHT

Sign ㉞
Type "A"

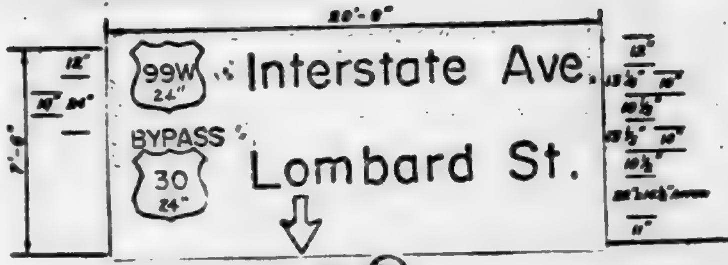
Retain


16'-0"
8'-0"
99W
Interstate Ave.
13⅓ 10
GAS-FOOD
LODGING
9'-0"
4'-0"

Sign ㊲
Type "A"

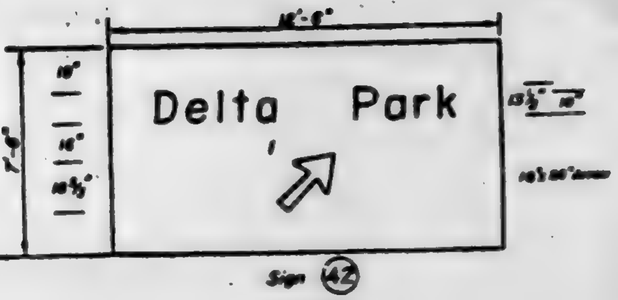
Sign ㊳
Type "B"

See Change


20'-0"
7'-6"
99W
24"
Interstate Ave.
BYPASS
30
24"
Lombard St.

Sign ㊶
Type "A"

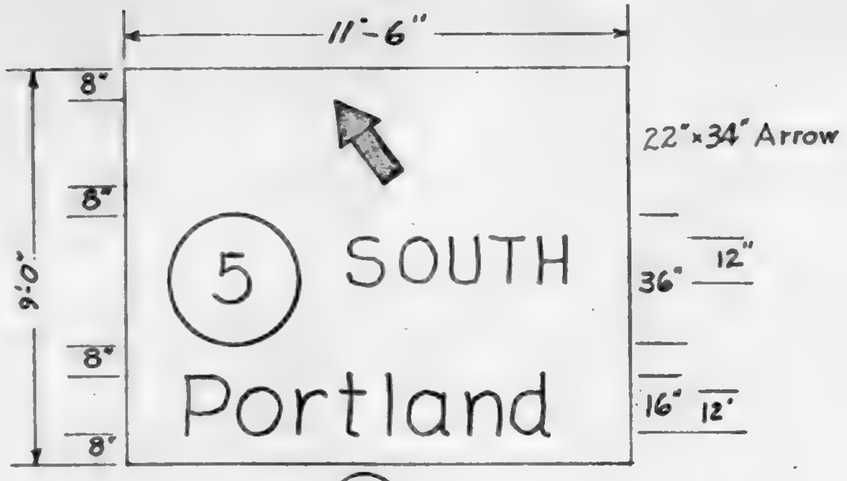
Retain


16'-0"
7'-6"
Delta Park

Sign ㊷
Type "A"

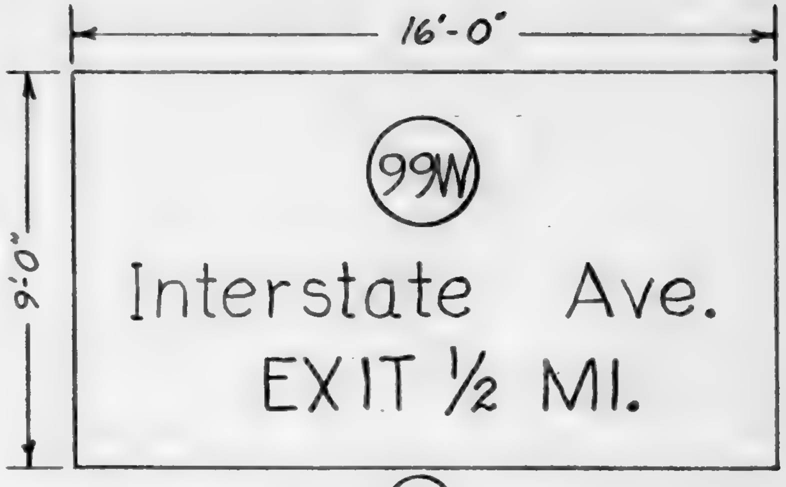
Retain

PROPOSED REVISIONS


11'-6"
9'-0"
8"
8"
8"
8"
22"×34" Arrow
36"
12"
16"
12"
5
SOUTH
Portland

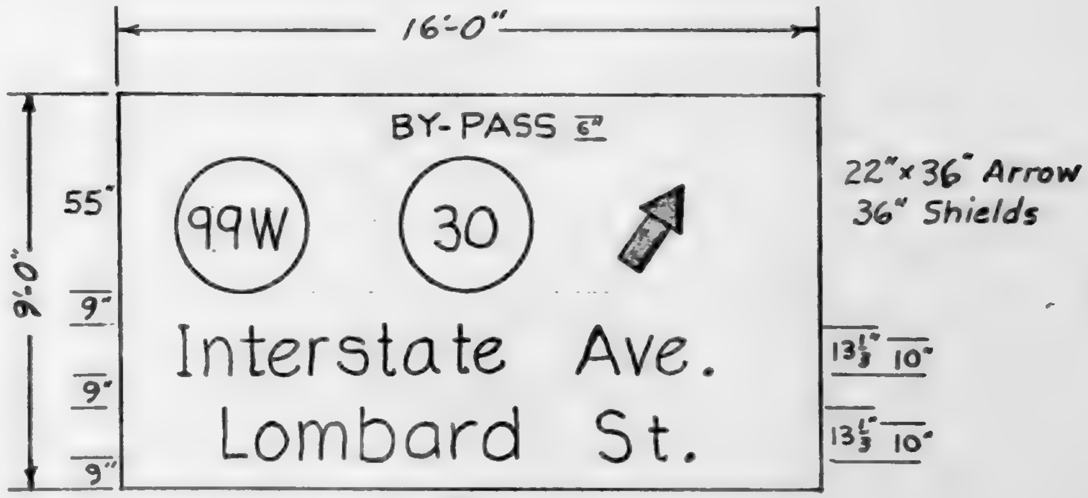
⑤

Re-position Sign Message
Add Arrow
Move Sign 12" to the Right
No Change in sign Size


16'-0"
9'-0"
99W
Interstate Ave.
EXIT ½ MI.

⑥

Remove and Store Sign


16'-0"
9'-0"
BY-PASS 6"
55"
9"
9"
9"
99W
30
Interstate Ave.
Lombard St.
22"×36" Arrow
36" Shields
13⅓" 10"
13⅓" 10"

㊲

Re-Position Sign Message
Add "Lombard St."
No Change in Sign Size

RECEIVED
MAR 10 1965

FORM E-30X—50M—7-64 SP*6230-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 4, 1965

CONSTRUCTION DIVISION
RECEIVED
MAR 9 1965

To: MEMO TO THE FILES

SUBJECT: North Unit, Minnesota Freeway
Pacific Highway
Contract: 6393

NOTED
LLOYD P. SHAW

This morning a meeting was held in this project between the State and the contractors. Present representing the contracting firms were Bill Hitt and Jim Holland of Peter Kiewit Sons', Vern Hoagland and Craig Hoagland, and a Mr. Olson representing Hoagland Construction Company, Mike Stovall, Jim Don and me representing the State Highway Department. Under discussion was the condition of the guard rail paint.

We walked over a good portion of the project examining this guard rail with particular reference to the condition of the painted surface. We found that in many cases the paint could be peeled off with very little effort right down to the bare galvanized surface of the rail itself. In other cases the paint could be scratched from the galvanized surface with a fingernail, but was not as yet peeling. We could find no reason why the paint in some instances is peeling and in others not peeling. Mr. Hoagland was of the opinion that it had not properly set up as yet and that it would take several good warm days before it would harden and set up. He did not want to continue the painting at this time of the year, feeling that the weather was both too cold and too unstable.

I advised him that we would not accept the guard rail in its present condition and that those sections that were now peeling would definitely have to be redone. I further advised that I would give the sections of rail that were not at this time peeling more time before either accepting or rejecting them. It was tentatively decided that we would continue to enforce the paint stop order now in existance until around May 1, 1965. If the weather moderates considerably before that time, we would even consider lifting the order earlier. However, it was felt that there will be enough good weather between now and May 1 so that we will be able to determine whether or not the doubtful sections of rail will set up sufficiently to pass our requirements.

F. B. Klaboe
Metropolitan Engineer

FBK:sh
cc F. D. Morgan
James Don
William Maltby

3-5-65
Copy to Shaw
per Decker -
B.jm

RECEIVED
MAR 1 9 1965

FOR FILING

6-21

FORM 2-10 50M 7-64 SP*6229-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 26, 1965

SUBJECT: Sign Revision
Union-Denver-Swift Interchange

To:

R. N. Bothman
Sign Engineer
S H O P S

Attached are sketch plans showing proposed sign revisions at the Union-Denver-Swift Interchange. These revisions include the legend "stockyards" on three existing signs and on one new sign. The plan sheet that shows proposed sign revisions indicates that existing board sizes are to be maintained. The Metropolitan office has told me that they have checked very closely on the letter size for the additional letters and that they will fit on the boards that presently are up.

If permanent material is not at hand to make these installations, I would suggest that plywood riders be used temporarily on the overhead signs and that a temporary plywood sign be used for the "STOCKYARDS NEXT RIGHT". I have indicated to Mr. Klaboe that the installations can be made on a temporary basis by the middle or end of next week.

Will you please advise both Mr. Edwards' office and this office when this work has been accomplished.

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachments
cc: Tom Edwards
F. B. Klaboe

ORDER WRITTEN
COMPLETED 3-2-65

NOTED
TOM EDWARDS

RECEIVED
MAR 1 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. BOTHMAN

XERO COPY XERO COPY XERO COPY XERO COPY

RECEIVED
MAR 10 1965
FOR FILING

January 20, 1965

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission, at its meeting on January [illegible], 1965, considered your request for an extension of the specified completion date from November 1, 1964 to January [illegible], 1965, to complete Contract No. [illegible] for grading, paving, structures, signing, and illumination on the N. Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of the completion date of the Contract to November 30, 1964, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mg

cc. F. B. Klaboe
James Don
F. E. Morgan
L. H. Young
C. R. Watson
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6393 Contractor Peter Kiewit Sons' Co.

Highway Pacific

Section North Unit, Minnesota Freeway

Kind of Work Grading, Paving, Strs., Signing, and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Equivalent days on account of strike in May, 1964.
13 days exclusive of Saturdays, Sundays and holidays.
New completion date, November 20, 1964

Recommended for Approval:

Assistant Division Engineer

Construction Engineer or Bridge Engineer

ISTANT State Highway Engineer

Contract No. 6393

Project designation I-5-6(52) 307

Date awarded March 12,1964

Work started March 24,1964

Per cent completed 96% Nov.5,1964

Specified Completion Date ~~No. of Workdays Allowed~~ Nov. 1, 1964

No. of Workdays Used Not Applicable

New Completion Date Requested ~~No. of Added Workdays Requested~~ Nov. 20, 1964

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 30, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ 57½ days to ~~days~~, within which to complete our Contract No. 6393, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED SHEET

Respectfully submitted,

PETER KIEWIT SONS' COMPANY
Contractor

By W. J. Campbell
W.J.Campbell

CONSENT OF SURETY

Date October 30, 1964

We, THE AETNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stephen F. Dean
Stephen F. Dean, Attorney-in-fact

(SEAL)

Paul R. Ratliffe
Resident Ag

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

NOTED
LLOYD P. SHAW

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: December 10, 1964

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. L. P. Shaw

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(52)307
Request for Time Extension
North Unit, Minnesota Freeway Section

We concur in the time extension from November 1, 1964 to November 20, 1964 because of the Laborer's Strike in May, 1964.

Copies To
Morgan
Young
12-26-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 8, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
North Unit, Minnesota
Freeway Section
Pacific Highway
Project I-5-6(52)307

Dear Sir:

We have received from Peter Kiewit Sons' Company, contractor on the subject project, a request for an extension of the specified completion date from November 1, 1964 to January 27, 1965.

The contractor's reasons for this request are delays in providing control stakes, design changes, extra work, increased quantities, and a labor strike.

The only reason being considered at this time is that caused by the laborers' strike which occurred from May 4 through May 19, 1964. The special provisions clearly state that strikes are a valid reason for extending the completion date. The contractor's other claims may or may not be valid but since the project is not yet complete, final quantities and exact amount of overrun in time are not now known.

In addition to the actual time lost during the strike (12 working days), one additional day was required to organize the crews following the strike. Extending these 13 working days, excluding Saturdays, Sundays and holidays, will establish a new completion date of November 20, 1964.

The estimated completion date for this project is December 22, 1964.

It is our recommendation that the completion date for this project be extended from November 1, 1964 to November 20, 1964. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
F. B. Klaboe
C. H. Maison

DES:fp: ajw

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1964

SUBJECT: Extension of Time
N. Unit, Minnesota Freeway
Pacific Highway
Contract No. 6393

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Peter Kiewit Sons' Company, contractor on the subject project, for an extension of the specified completion date from November 1, 1964 to January 27, 1965 without the assessment of liquidated damages.

The contractor cites various delays caused by non-completion of staking by the State, design changes, extra work on a Price Agreement, increased quantities and a labor strike.

The special provisions provide that "If the contractor is unable to complete all work called for under the contract by the date specified in the special provisions due to strike or strikes, the contractor will be relieved of paying liquidated damages for an equivalent number of days during which he was unable to work due to said strike or strikes." The laborer's strike from May 4 through May 19, 1964 plus one day to organize the work force following the strike amount to 13 working days. Extending these 13 days from the original completion date of November 1, 1964, excluding Saturdays, Sundays and holidays, will establish a new completion date of November 20, 1964.

None of the contractor's other claims are being considered at this time because the contractor is not yet complete and the exact amount of overrun cannot be determined.

As of November 13, 1964, liquidated damages would amount to $3,360.00. The estimated completion date for this project is December 1, 1964 at which time the liquidated damages would amount to $7,560.00.

We recommend that the specified completion date be extended to November 20, 1964.

This has been discussed with the Area Engineer for the Bureau of Public Roads who concurs in our recommendation.

NOTED
LLOYD P. SHAW

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young
F. B. Klaboe

FORM E-30X—50M—12-63 84877

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 4, 1964

SUBJECT: North Unit, Minnesota Freeway
Pacific Highway
Contract No. 6393

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: Mr. Decker

The Peter Kiewit Sons' Company letter of October 29, 1964, a copy of which is attached, asks for an extension of time on account of the strike last May and asks for consideration for two legal holidays within the extended period which are not offset by holidays in the strike period.

The last paragraph on page 4 of the Special Provisions states that "the contractor will be relieved of paying liquidated damages for an equivalent number of days during which he was unable to work...." Our interpretation of this is that these holidays should not be counted as working days in the extended period.

Our records indicate that the strike started on May 4 and ended on May 19th, 1964, but that contractors were unable to organize full crews the next day. The effect of the strike was from May 4 to May 20, inclusive. This totals 13 working days during the strike period. The specified completion on this project is November 1, 1964, and the language makes the extension automatic.

If you approve, we would propose to write the contractor that because of the strike last May, his official completion date has been set as November 20, 1964. Please advise your decision.

A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:maa
Encl.
cc: James Don

RESIDENT ENGINEER
RECEIVED

NOV 4 1964

Noted ☒ ☐ ☐ ☐
RE

Box 86 North Portland, Ore.

October 30, 1964

The dates and workdays during which prosecution of work was actually prevented and the conditions which actually prevented the prosecution of work on said were as follows:

CAUSE FOR EXTENSION		DATES	NUMBER OF WORKDAYS	
Ref. letter dated 4-8-64	J-1	Mar. 31, April 1 & 2	2½	
Ref. letter dated 4-28-64	J-2	Work accomplished over a number of days	7	
Ref. letter dated 4-30-64	J-3	April 27 & 28	1	
Ref. letter dated 5-5-64	J-4	April 29,30 May 1	2	
Ref. letter dated 5-5-64	J-5	April 30, May 1	0 2	Overlap
Ref. letter dated 5-8-64	J-8	April 28,29,30,May 1,4,5,6,	0 7	Overlap
Rerf.letter dated 5-20-64	J-10	(May 4,5,6,7,8,11,12,13,14,		
Ref. letter dated 10-29-64	J-30	(15,18,19	12	
Ref. letter dated 5-21-64	J-11	May 20	½	
Ref. letter dated 6-10-64	J-15	June 8,9	2	
Ref. letter dated 8-24-64	J-23	Additional drainage accomplished over a number of days.	4	
Ref. letter dated 9-9-64	J-24	August 14,17,18,19,20,21,24,25, 26,27,28,31	12	
Ref. letter dated 9-14-64	J-26	(Sept. 4,5,8,11,12,15,16,18,21,		
Ref. letter dated 10-30-64	J-31	(22,23,24,25,Oct. 2,6,8,13,27,28	13½	Days
Ref. letter dated 9-14-64	J-27	Sept. 9	1	
		Total workdays claimed	57½	

No part of this claim shall be construed to jeopardise or preempt any subsequent claim for extension of time for this contract.

Yours very truly,

PETER KIEWIT SONS' COMPANY

By ____________
W.S.Campbell

Box 86 North Portland, Ore.

October 30,1964

Mr. James Don, Resident Engineer
Oregon State Highway Department
5821 N.E.Glisan Street
Portland, Oregon

Re:North Unit Minnesota Freeway
J-31

Gentlemen:

Reference is made to our letter dated Sept. 14, 1964 regarding the furnishing and placing of topsoil between Sta. 104/ 50 and Sta. 146/12. As of this date the major work on topsoil has been completed. The following is a tabulation of this additional topsoil placed between the above mentioned stations over and above the specified requirements of our contract:

DATE	QUANTITY PLACED	AREA PLACED	DAYS CLAIMED
9-4-64	781 CY	L-144 to 146 & NV	½
9-5-64	3,382 CY	L-130 to 144 & NV	1
9-8-64	3,023 CY	L-137 to 143 & VN	1
9-11-64	1,650 CY	DD	1
9-12-64	1,602 CY	DD,VD,VN & L in Vict.Int.	1
9-15-64	1,083 CY	DF & VD	½
9-16-64	563	DF	½
9-18-64	429 CY	VD	½
9-21-64	2,273 CY	VD & L 132 to 136	1
9-22-64	1,914 CY	L 132 to 138	1
9-23-64	1,188 CY	DD,DF & L Vict. Int.	1
9-24-64	1,267 CY	DD,DF & L Vict. Int.	1
9-25-64	1,034 CY	DF,DD & L Vict. Int.	½
10-2-64	583 CY	FD	½
10-6-64	2,365 CY	DS(South Line) & V	1
10-8-64	781 CY	Denver Avenue & V	½
10-13-64	99 CY	V	0
10-27-64	682 CY	S.E. Flat Near Dike	½
10-28-64	759 CY	S.E.Flat Near Dike	½
	Total 25,458 CY		13½ Days

Box 86 North Portland, Ore.

October 30,1964

It is hereby requested that we be given consideration for additional time for the furnishing, placing and finegrading of the above tabulated topsoil. Specifically the time for the above mentioned dates which total 13½ workdays.

Yours very truly,

PETER KIEWIT SONS' COMPANY

By____________________
W.S.Campbell

WSC/tc
cc/Vanc
File

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA 31, NEBR.
1000 KIEWIT PLAZA

ADDRESS REPLY TO:
Box 86 North Portland, Ore.

October 29,1964

Mr. James Don, Resident Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon

Re:North Unit Minnesota Freeway
J-30

Gentlemen:

Reference is made to our letter dated May 20,1964 requesting extension of time for the above referenced contract because of the Labor union strike. The inclusive time of the Labor union strike between May 4 and May 19, 1964 amounts to 12 workdays, not counting Saturdays, Sundays and legal holidays.

In accordance with paragraph 4 of page 4 of the Special Provisions for this contract we hereby request that we be relieved of paying liquidated damages for an equivalent number of days during which we were being struck by the labor union. In that liquidated damages are charged for every calender day except Saturdays, Sundays and legal holidays subsequent to the completion date agreed upon by the Oregon State Highway Department, we feel that the 12 days mentioned above would be marked off on the same basis. It is our interpretation that Presidential Election Day, November 3 and Veterans Day, November 11 are both legal holidays and would hot be counted as equivalent days. On this basis and for this extension, November 19,1964 would be the last day of this contract.

No part of this letter shall be construed to jeppardize or preempt any previous or subsequent claims for extension of time for this contract.

Yours very truly,

PETER KIEWIT SONS' COMPANY

By W. S. Campbell
W.S.Campbell

RESIDENT ENGINEER
RECEIVED
NOV 2 1964
Noted ☒ ☐ ☐ ☐
RE

WSC/tc
cc/Vanc
File

Box 86 North Portland, Ore.

September 1[illegible], 1964

[illegible]

Re: North Unit Minnesota Freeway
[illegible]

[illegible]

[illegible] given consideration for an in[illegible]se in time [illegible] project. Specifically I [illegible] for delay [illegible] the [illegible] line over the [illegible] dike. [illegible] Department staked the [illegible] line and [illegible] of the [illegible] line and the [illegible] line. [illegible] placed and partially processed [illegible] on [illegible] the Oregon [illegible] would require too much rock so [illegible] staking has impaired the progress of [illegible] the [illegible] over the dike.

Yours very truly,

[illegible] COMPANY

By__________________________
[illegible]

[illegible]

Box 86 North Portland, Ore.

September 14,1964

Mr. James [illegible], Resident Engineer
Oregon State Highway Department
[illegible] Street
Portland, Oregon

Re:North Unit Minnesota Freeway
J-26

Gentlemen:

On [illegible] 2, 1964 the Oregon State Highway Department delivered to us plans showing the areas to be seeded and mulched and the areas requiring top soil. The special provisions state in general terms the areas to be seeded and mulched on this contract. The special provisions also state that the contractor shall"deposit top soil material on areas indicated on the plans or as directed by the engineer". The plans originally had shown top soil in only the following areas:

1. [illegible]" thick on the slopes of the permanent dike as shown on the typical sections.
2. [illegible]" thick on the slopes of the main line between sta. [illegible] + 50 to 104 + 50 and between sta. 14[illegible] + 1[illegible] to 1[illegible] + 00 as shown on the typical sections.
3. 6" thick on the slopes of all one way legs that have curb on both sides of the road as shown on the typical sections.

The quantity for the above areas as stated in the plans are 4,000 C.Y., 11,000 C.Y., 2,350 C.Y. respectively. The new plans show top soil to be placed on nearly all the side slopes on the main line and the various one way legs between sta. 104 + 50 and 146 + 12.

In accordance with paragraph B of section 1.8.6 of the general provisions, we believe that this major change in the plans, with regards to the areas to be top soiled constitutes a just cause for consideration for an increase in time for the performance of the above referenced project. Except for the top soil to be placed along the permanent dike we hereby request an extension of time for the time it will take to accomplish the top soil placement on the required slopes between sta. 104 + 50 and sta. 14[illegible] + 12. Upon completion of the work in this area, a letter will be submitted to the Oregon State Highway Department stating the actual dates and areas of topsoil placement for the tabulation of the number of days that will be included in this claim for additional time.

Yours very truly,

PETER KIEWIT SONS' COMPANY

By ____________________
[illegible].Campbell

[illegible]C/tc
cc/Vance
file

Box 66 North Portland, Ore.

September 9, 1964

Mr. [illegible], Resident Engineer
Oregon State Highway Department
[illegible] N. E. Glisan Street

Re: North Unit Minnesota Freeway
J-24

Gentlemen:

It is requested that we be given consideration for an increase in time for the performance of the above referenced project. Specifically the inclusive time between August 14th and August 31st for delays caused in our progress on completing the 'J' Line paving over the permanent dike.

On August 14th the Oregon State Highway Department directed us to fill a [illegible] surcharge the width of the top of the dike at the location where the 'J' Line crosses the dike. Also on August 13th our base and paving subcontractor was completing [illegible] base rock lifts on the 'J' Line over the dike and had intended to start paving this line on August 14th. On August 17th a borrow pit was [illegible] for the additional impervious material. Between August 18th and August 25th the additional impervious material was placed on top of the dike. On August 26th the Oregon State Highway Department decided to meet the 3'-6" surcharge with base rock over the 'J' Line. On August 28th and 31st the Oregon State Highway Department completed their final [illegible] of the base rock.

Yours very truly,

PETER KIEWIT SONS' COMPANY

By______________________
[illegible] Campbell

[illegible]/tc
cc: [illegible]
File

Box 86 North Portland, Oregon

August 24,1964

Mr. [illegible], Resident Engineer
Oregon State Highway Department
[illegible] N.E. Glisan Street
Portland, Oregon

Re:North Unit Minnesota Freeway
J-23

Gentlemen:

It is requested that we be given consideration for an increase in time for performance of the above referenced project. Specifically 4 workdays for increase in the drainage items as follows:

90 L.F. 8" Drain pipe @ L Line Sta 123+50	1 Day
105 L.F. 8" Drain pipe @ L Line Sta 1[illegible]+00	1 Day
361 L.F. 2" and 2½ " Water pipe on FD,[illegible],WL,TD,DF,DD,VANS LINES	1 Day
105 L.F. 12" Concrete Conduit @ L Line Sta 95+00	1 Day

Yours very truly,

PETER KIEWIT SONS' COMPANY

By_______________________
L.S.Campbell

LSC/tc
cc/Vane
File

Box 86, North Portland, Ore.

June 10, 1964

[illegible], Resident Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon

Re: North Unit Minnesota Freeway
J-15

Gentlemen:

It is herewith requested that we be given consideration for an increase in time for performance of the above referenced project. Specifically 2 workdays for delay and rework on June 8 and 9, 1964.

On the morning of June 8 we were informed by the Oregon State Highway Department that due to an error in computing the grades for a 12" concrete sewer pipe at or about Station 128 plus 50 on the "X" line, which our drainage subcontractor had installed, we would be unable to proceed with the forming and [illegible] of the [illegible] in the south end of the right frame structure. By the end of the workday on June 9 our drainage subcontractor had removed and reinstalled the 12" concrete sewer pipe at the lower grade. At this time we were able to continue our planned construction sequence.

Yours very truly,

PETER KIEWIT SONS' COMPANY

By ____________________
[illegible].E.Campbell

C/tc
cc/[illegible]
File

May 21,1964

P.O.Box 36
North Portland, Oregon

Re:North Unit Minn. Free
J-11

Mr.[illegible], Resident Engineer
Oregon State Highway Department
[illegible] N. [illegible] Street
Portland, Oregon

Dear Tom:

It is hereby requested that we be given consideration for an increase in time for performance of the above referenced project. Specifically ½ workday on May [illegible],1964 for the following reason:

On the [illegible] of [illegible], we were informed that the grades on the VU line would be changed and that our curb subcontractor could not be able to set curbs until the grades were corrected. Also between the 4th and 19th of May our base rock subcontractor was unable to provide the curb base rock due to the labor union strike. On the afternoon of May 20, while Porter Yetts men were proceeding with the regrade of the curb base rock on the VU line, Oregon State Highway Department survey crew were completing their curb staking on the East end of the VU line. Porter Yett's crew were unable to complete their grading work until the curb reference stakes were installed.

Yours very truly,

PETER KIEWIT SONS' CO.

By_______________
W.S.Campbell

[illegible]/tc
cc/Enc.

J-8

May 8, 1964

P O Box 86
North Portland, Oregon

Mr James Don, Resident Engineer
Oregon State Highway Department
5821 N E Glisan Street
Portland, Oregon

Re: North Unit Minnesota Freeway

Dear Mr Don:

It is herewith requested that we be given consideration for an increase in time for performance of the above referenced project. Specifically the 7 workdays for the period from April 28, 1964, to May 7, 1964, is requested for the following reason:

It is our opinion that the Oregon State Highway Department has been given adequate time to complete the required slope and alignment staking on the portion fo L line which lies between the Columbia Slough structure and the Columbia Blvd overcrossing, the CLC, CL and LC lines. Our original and present construction plans call for an early completion of this portion of the contract.

Between April 20 and April 27th, we proceeded to excavate material from the main line between the two bridge structures without the benefit of current excavation stakes. This was not considered an efficient operation in that it was difficult to establish the top of subgrade elevation with only a few stakes left by the previous contractor. This material excavated from the main line was hauled in legal trucks to the back of the Columbia Slough Dike.

Upon completion of the Columbia Slough Dike embankment, it was not deemed sensible to continue excavating until such time as the staking for the above mentioned area was completed.

On May 7, 1964, the slope and alignment staking was completed in this area. On May 8, 1964, we proceeded with our scraper equipment to finish the grading work on the above mentioned lines.

Yours very truly,

PETER KIEWIT SONS' CO

By____________________
W S Campbell

WSC/rr

J-4

May 5, 1964

P O Box 86
North Portland, Oregon

Mr James Don, Resident Engineer
Oregon State Highway Department
[illegible] N E [illegible] Street
Portland, Oregon

Re: North Unit Minnesota Freeway

Dear Mr Don:

It is herewith requested that a consideration be given to the general contractor for an increase in time for performance of the above referenced project. Specifically, 2 workdays for the period from April 29 at noon to May 1st at noon is requested for the following reason:

On April 29, 1964, on or about 11:00 AM, the general contractor was informed that the VC line would be completely revised to comply with the wishes of the Oregon Sports Car Club. On May 1, 1964, on or about 12:00 noon the staking on the realignment of the VC line was completed and the general contractor proceeded with his equipment to finish the required grading.

Yours very truly,

PETER KIEWIT SONS' CO

By____________________
[illegible] E Campbell

[illegible]C/rr

J-5

May 5, 1965

P O Box 86
North Portland, Oregon

Mr James Lee, Resident Engineer
Oregon State Highway Department
[illegible] N E Glisan Street
Portland, Oregon

Re: North Unit Minnesota Freeway

Dear Mr Lee:

It is herewith requested that a consideration be given to the general contractor for an increase in time for performance of the above referenced project. Specifically, 2 days for the period from April 30, 1964, to the end of the workday on May 1, 1964, for the following reason:

At 1:00 PM on April 27, 1964, the general contractor removed his excavating equipment from the rigid frame area, thus making this area available for the awarding agency's survey crew. On May 1, 1964, at the end of the workday, the final slope stakes to the bottom of the footings were completed. It is the opinion of the general contractor that the awarding agency would have had ample time to complete the required slope and alignment staking by the end of the workday on April 29.

Yours very truly,

PETER KIEWIT SONS' CO

By W C Campbell

WCC/rr

J-3

April 30, 1964

P O Box 86
North Portland, Oregon

Re: North Unit Minnesota Freeway

Mr James [illegible], Resident Engineer
Oregon State Highway Department
[illegible] N E [illegible] Street
Portland, Oregon

Dear Mr [illegible]:

It is herewith requested that a consideration be given to the general contractor for increase in time for performance of the above referenced project. Specifically, 1 day increase in time is requested for the following reason:

On the 23rd of April, 1964, the general contractor completed hauling the required embankment material to the VU line. On the 24th of April, the Oregon State Highway Department informed the general contractor that the subgrade line had to be recomputed. Although the VU line was available for staking on the 24th of April, no staking was done. On Monday, the 27th of April, the state's survey crew run in center line of the VU line and completed the blue top stakes for subgrade by the 28th of April. On the 29th of April, the general contractor began fine grading the VU line to the State blue tops.

Yours very truly,

PETER KIEWIT SONS' CO

By________________
W R Campbell

[illegible]C:rr

J-2

April 23, 19[illegible]4

P O Box 86
North Portland, Oregon

[illegible] Assistant Engineer
Oregon State Highway Department
[illegible] Street
[illegible], Oregon

Re: North Unit Minnesota Freeway

Dear Mr [illegible]:

It is herewith requested that a consideration be given to the general contractor for an increase in time for performance of the above referenced project. Specifically, 7 days increase in time is requested for the following reason:

Reference is made to our Price Agreement Number 1 for $3,217.50. [illegible] will require 7 working days to complete the work required under our Price Agreement Number 1.

Yours very truly,

PETER KIEWIT SONS' CO

By______________________
[illegible] Campbell

[illegible]/rr
cc: [illegible]

J-1

April 8, 1964

P O Box 86
North Portland, Oregon

Mr James Don, Resident Engineer
Oregon State Highway Department
5821 N E Glisan Street
Portland, Oregon

Re: North Unit Minnesota Freeway

Dear Mr Don:

It is herewith requested that a consideration be given to the general contractor for an increase in time for performance of the above referenced project. Specifically, 2½ days increase in time is requested for the following reason:

On the 30th of March 1964 the contractors earth moving equipment was available to work on the rigid frame excavation. Also on the 30th of March your office indicated the staking on the rigid frame structure and VD line would be far enough along by noon on the 31st of March for us to begin excavation. On the morning of April 3rd, there were adequate stakes for the excavation to proceed in the rigid frame area.

Yours very truly,

PETER KIEWIT SONS' CO

By__________________
W S Campbell

WSC/rr
cc: Vanc

FORM E-123X 30M 3-63

RECEIVED
JAN 21 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6292

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 19, 1965

Project No. I-5-6(52)307
File No. 32968 - Schmidbauer
N. Portland Harbor-Russell
Street Section
Pacific Highway
Multnomah County

Mr. [illegible], Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

This will reply to your recent letter concerning the citation for the value of the house on the subject file.

We have reappraised this taking on the basis of the right of way line missing the house. This appraisal has indicated that there is a considerable damage to the building due to the proximity of the right of way line. The appraised value of the taking has now been set at $[illegible],175.

By a copy of this letter, I am asking our Office Engineering Section to voucher for a reclaim in the above amount.

Very truly yours,

G. [illegible]
Chief Counsel

By

D. F. Moehring
Assistant Right of Way Engineer

[illegible]

cc - Lloyd P. Shaw
L. H. Young
G. E. Rohde
M. R. Mitchell

NOTED
LLOYD P. SHAW

RECEIVED
JAN 7 - 1965
FOR FILING

6393

[illegible] A COPY OF YOUR [illegible] TO MR PARSONS OF THE BPR CONCERNING [illegible] ON THE N. U NIT. MINNESOTA FWY. PROJECT. [illegible] SETTING FORTH THE COMPLAINTS-- [illegible] ABOUT THEM. PLEASE FORWARD A COPY OF PARSONS' [illegible]

[illegible] SHAW

Original To Morgan
1-6-65

RECEIVED
DEC 31 1964
FOR FILING

6373

December 30, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: North Unit, Minnesota
Freeway Section
Project I-5-6(52)307

Dear Sir:

The following is a resume of the corrective actions either taken or intended on the seven recommendations set forth in your Inspection in Depth report on asphaltic materials placed on the North Unit, Minnesota Freeway project.

Recommendation Items No. 1 and 5 relate to closer attention to mix design and check samples to attain control of the mix, a request to stress to the field personnel that the mix design can be slightly altered to meet field conditions, and a request to use check samples to determine if corrections are needed.

> State action to be taken: Instruction in the winter training sessions will stress all of the recommendations as set forth.

Recommendation Item 2 relates to specification of Plant Mix Bituminous Base be revised and clarified to obtain the product intended.

> State action to be taken: This original specification has already been revised to conform with the original intent which was to upgrade specification base material by adding a determined amount of asphalt and mixed in a central hot mix plant.

Recommendation Item No. 3 concerns smoothing of rough surfaces due to waiting on trucks, short ski on electronic pavers, etc.

State action to be taken: A period of discussion on electronic control of pavers will be a part of the instruction in training classes this winter. A study of problems pertaining to commercial plants in metropolitan areas is being made which regards continuous production times, adequate hauling vehicles, and controlled temperatures, all of which contribute to rough pavements. Controlled uniform mixes is also being studied which is a problem in these areas. A smoothness specification as is now set up in the revised P.M.B.B. may also help.

Recommendation No. 6 relates to an inexperienced plant inspector on the project with note that an experienced inspector should have been detailed to help him in the early stages of the project.

State action to be taken: The plant inspector on this project had 15 years total State experience, three years of this was on street inspection, and approximately four months plant inspection. He also had attended the State's asphalt and soils schools. It is granted that this man lacked full experience. The intention this summer was to have him as a helper for the experienced plant inspector who had previously been assigned to the Metropolitan Division. Unfortunately, the experienced man was transferred and it was necessary to use the inexperienced man in his place. The Division I plant man did render some assistance but duties in his own Division required most of his time. Other areas were also busy and therefore it was impossible to give added assistance. To help alleviate this problem, Metropolitan's plant man will be given additional instruction and training over the planned program and additional men are also being trained.

Recommendation Item No. 7 concerns a recommendation to broaden the specified penetration limits on paving asphalt. Present specifications allow use of 60-70 or 85-100 penetration as the engineer may elect. Report recommends broadening limit to 60-100 to cover both grades.

State action to be taken: This suggestion is under study at this time. A complete review is considered necessary as, at present, the State is predominantly under AASHO specs. This change could affect other quality tests and therefore could require other changes also.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
F. B. Klaboe

[illegible]

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1964

SUBJECT: Inspection in Depth on
Asphaltic Materials
N. Unit, Minnesota Freeway
Contract No. 6393

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

A report of inspection in depth on asphaltic materials concerning the subject project has been received in this office. Along with the report the Bureau of Public Roads has listed some seven recommendations and has requested that the State indicate to them in writing any corrective action we intend to take.

Attached is a rough draft of a letter to A. W. Parsons of the Bureau of Public Roads which is my version of a reply to the recommendations they have set forth. I assume this or a like report should be sent by yourself or Mr. Shaw to the Bureau in reply to their request.

John H. Walker

John H. Walker
Assistant Construction Engineer

JHW:fp

Attach.

NOTED
LLOYD P. SHAW

DEC 2[illegible] 1964

RECEIVED
DEC 21 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 8, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordination

T. Dec, Assistant Division Engineer
Salem, Oregon

Inspection-in-Depth on Asphaltic Materials
N. Unit Minnesota Freeway Project I-5-6(52)307

Transmitted herewith is Mr. Schell's Inspection-in-Depth report covering asphaltic materials on the subject project.

Please note the recommendations in the beginning of the report.

Items # 1 and 5 indicate that closer attention could have been given to the mix design and check samples. It appeared that the field men were not utilizing the results of their tests to any great extent in controling the mix. It is suggested that the importance of the mix design be stressed to the field personnel, and that the mix may be altered slightly to meet field conditions. It should be further noted that if a non-specification sample is obtained a check sample should be obtained as soon as possible to determine if corrective action is needed.

> Item #2 - The specification stated that it was possible to interpret the need for adherence to a mix design even though it was not the original intention. This specification has been satisfactorily revised in the supplemental Standard Plant Mix Base Specification, dated 12/1/64.
>
> Item #3 - The asphalt surface is rough in some areas. Part of the roughness was probably due to the long waiting periods between trucks. However, it could have been partially due to the use of a 1' ski which followed the surface variations of the underlying pavement. A longer ski was used near the end of the paving operations with better results and would be desirable for consideration where controls are specified. However, we note that the previously mentioned supplemental standard specifications now properly specify surface smoothness only.
>
> Item #6 - The plant man was a conscientious worker, however, he did lack experience. An experienced plant man should have been detailed to help him during the early stages of the project.
>
> Item # 7 - This type specification has been discussed in our office and we would appreciate your opinions concerning specifying the broad penetration.

Please indicate to us in writing any corrective action you intend to take.

RECEIVED
DEC 31 1964
FOR FILING

6393

December 31, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 7
January 26, 1965 Meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the North Unit of the Minnesota Street Freeway Section, Interstate 5, in Multnomah County, Contract No. 6393, requests that the completion date of the project be advanced from November 1, 1964, to January 27, 1965. The contractor bases his request on delays caused by a laborers' strike, design changes, extra work, and increased quantities.

It is estimated that the project will not be completed until February 1, 1965, and at the moment is shut down because of inclement weather. However, the Special Provisions state that strikes are a reason for not assessing liquidated damages. The abovementioned strike caused a delay of 13 workdays which, excluding Saturdays, Sundays, and holidays would establish a new completion date of November 20, 1964.

So that we will not withhold excessive liquidated damages during the interim shutdown period, I recommend that you extend the completion date of the contract to November 20, 1964, even though the contractor may or may not request additional time before the work is finally completed. The Bureau of

Public Roads has approved the extension to November 20, 1964. The matter will be on the agenda for the January 26 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ms bjs

RECEIVED
JAN 6 - 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 29, 1964

08-33.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

C[illegible] by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project I-5-6(52)307
North Portland Harbor-Russell Street Section

Mr. Moehring's December 16, 1964 letter concerning the Assignment of Easement to the Peninsula Drainage District of a 4.4 acre parcel has been favorably reviewed by this office, and concurrence in your action is hereby granted.

It is suggested that consideration also be given limiting access between the easement area and the ramps on the Interstate Highway, in addition to the now provided for main traveled way.

Orig to Wright
Copy to [illegible]
12-30-64

Copy to [illegible]
1-6-65

9

RECEIVED
DEC 1[illegible] 1964
FOR FILING

6-43

477 Cottage Street NE.
Salem, Oregon 97301

December 9, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
J. H. GIRVIN for

T. Doe, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-6(52)307 - North Unit, Minnesota Freeway
Peninsula Drainage District No. 2 Agreement

Subject agreement is approved as submitted, in accordance with your letter request of December 3, 1964. However, Federal-Aid participation in the items of work covered under the General Provisions of page 3 (in the last paragraph of Item 1) will be limited to that area inside of the right of way lines only. Other items covered appear satisfactory.

Original To Young
12-16-64

DEC 16 1964
FOR FILING
6472

477 Cottage Street NE.
Salem, Oregon 97301

December 9, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
J. H. GIRVIN for

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-6(32)307 - North Unit, Minnesota Freeway
Peninsula Drainage District No. 1 Agreement

We hereby approve the subject agreement submitted in your letter of December 3, 1964; however, Federal-Aid participation in maintenance of the said dike in the Delta Park area will be excluded.

Original To Young
12-16-64

RECEIVED
DEC 7 - 1964
FOR FILING

December 4, 1964

Mr. Ancil H. Payne
Vice President, Business Division
King Broadcasting Company
320 Aurora Avenue, North
Seattle, Washington 98109

Dear Mr. Payne:

Your November 20 letter asked to be advised of action to be taken on damage to your KGW Radio radial ground wires near Denver Avenue in Portland, Oregon.

Contract work in this area was carried out by Peter Kiewit Sons' Company. Mr. Ed Lynch, Vice President of this company in the Portland area, was contacted on December 1. The matter was discussed, with Mr. Lynch agreeing to contact the King Broadcasting Company at once to see that repairs were made to its complete satisfaction.

We hope the above arrangements meet with your satisfaction, and regret any inconveniences to your company as a result of this incident.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
F. B. Klaboe

GLD:bjm: ajw

FORM E-30 80M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 3, 1964

SUBJECT: Pioneer Broadcasting Company
Ground Cable Installation
Minnesota Freeway - Portland

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

By letter of November 25 you requested an investigation of alleged damages to radial ground wires at the KGW transmitting station.

A copy of report on the subject from A. V. Benedict is attached, along with suggested rough draft of reply to the broadcasting company.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

NOTED
LLOYD P. SHAW

[illegible]

FORM E-30 90M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

E

Portland, Oregon 97213
December 2, 1964

SUBJECT: North Unit, Minnesota
Freeway Section
Pacific Highway
Contract 6393

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: G.L. Decker

Please refer to your letter of 11-27-64 and accompanying copies of letters from Lloyd P. Shaw and King Broadcasting Company.

James Don reports that the contractor was working in the area of the radial ground wires September 21, 1963, and again on or about July 27, 1964. On these occasions a representative of the Broadcasting Company was contacted. On 11-10-64 I personally observed the contractor working in the area in question and warned Jim Holland, Superintendent, of the presence of the wires and the risk of cutting them. Mr. Don states that on the September 27, 1963, occasion, some pieces of copper wire were noted.

Mr. Ed Lynch of the Peter Kiewit firm was in Mr. Klaboe's office on December 1, 1964, and the matter of damage to this grid system was brought to his attention. He was given a copy of the King Broadcasting Company letter and promised to contact them at once and see that repairs were made to their entire satisfaction.

A.V. Benedict
A. V. Benedict
Assistant Metropolitan
Engineer

AVB:maa

cc: James Don

FORM 2-30X—60M—12-62 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1964

SUBJECT: Pioneer Broadcasting Company
Ground Cable Installation
Minnesota Freeway - Portland

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Copies of correspondence from the King Broadcasting Company and Lloyd P. Shaw concerning alleged damage to ground radials at the KGW transmitting station are attached.

Will you please investigate this and supply the data necessary for reply to the Broadcasting Company.

F. D. Morgan
Construction Engineer

GLD:bjm
Attachments

cc: L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
DEC 3 - 1964

FOR FILING

Salem, Oregon
December 3, 1964

Increase in Project
Authorization

James Don
Resident Highway Engineer

This is to advise you that at its meeting of Nov. 24, 1964, the Highway Commission approved an increase of $176,371.03 in project authorization on Contract No. 6393, North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

The new authorization for construction is $2,054,147.57. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

DEF:mb

cc: F. B. Klaboe

RECEIVED
DEC 8 - 1964

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 2, 1964

PETER KIEWIT SONS' COMPANY
P. O. Box 1777
Vancouver, Washington

RE: North Unit, Minnesota Freeway
Pacific Highway
Contract: 6393

Gentlemen:

The majority of the remaining work on your project consists of painting. Inasmuch as the season is not condusive to the expected good results, we hereby issue a stop order as of this date.

No painting work will be performed until this stop order has been rescinded. Furthermore, the assessment of liquidated damages will be waived until this order is lifted.

Very truly yours,

James Don
Resident Engineer

JD:sh

cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. F. B. Klaboe
Mr. William Ikola
Mr. J. O. Holland

NOTED
LLOYD P. SHAW

RECEIVED
DEC 8 - 1964

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 2, 1964

PETER KIEWIT SONS' COMPANY
P. O. Box 1777
Vancouver, Washington

RE: North Unit, Minnesota Freeway
Pacific Highway
Contract: 6393

Gentlemen:

The majority of the remaining work on your project consists of painting. Inasmuch as the season is not condusive to the expected good results, we hereby issue a stop order as of this date.

No painting work will be performed until this stop order has been rescinded. Furthermore, the assessment of liquidated damages will be waived until this order is lifted.

Very truly yours,

James Don
Resident Engineer

JD:sh

cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. F. B. Klaboe
Mr. William Ikola
Mr. J. O. Holland

NOTED
LLOYD P. SHAW

RECEIVED
DEC 2 - 1964

FOR FILING

175' glare screen
@ $3.50 (est.) = $612.60
360' median barrier= 3,060.00
@ $8.50 (est.)
$3,672.50

Contract No. 6393 Section N. Unit, Minnesota Freeway F.A. No. I-5-6(52)307

rough estimate

Type Order EWO No. ________ Amount $ 3,672.50 Funds in Project Auth. ____

Status of Total Project Authorization Over ___% $______ Under ____% $__________

Explanation (Why) and Comments Construct 360' median barrier from south end Oregon Slough Bridge northerly (Sta. 89+65 northerly). Const. 175' expanded metal glare screen on median barrier (Sta. 89+65 northerly.) The south end of this structure is constructed on a 9°-12° curve containing about 15° of delta. (Almost an angle pt.)--Median rail needed to protect motorists from crossing median and head-on collisions. Combination of vertical alignment and horizontal

Price Checked by Cost Analyst ______ Discussed Field Const. Engr. __________

Discussed B.P.R. Brooks & Schell 11-25 19 64 by F. B. Klaboe
Will study. If approval is granted, it will be as of 11-25-64.
Action Recommended B.P.R. ______________ by Brooks & Schell

Authorized to proceed due to emergency or unusual condition: YES X NO ______
By Mr. Edwards
Thru Mr. George &
Mr. Hunter.

Date Work Started 11-30-64

Mr. Don
Mr. Hunter
Mr. Edwards ✓
Mr. Morgan
Mr. George

cc: Mr. A. W. Parsons
Bureau of Public Roads

alignment create a glare condition that is intolerable. The guard rail installation is very expensive due to the need to fabricate a foundation. Four different situations are encountered requiring different methods of anchorage. This work was ordered by Mr. Edwards and will commence immediately.

NOTE: Mr. Brooks:approved order verbally on 11-30-64

NOTED
TOM EDWARDS

F B Klaboe
F. B. Klaboe

RECEIVED
DEC 16 1964
FOR FILING

Form E-208—5M

STATE COPY

APPROVED
Contingent [illegible] of
project [illegible]
NOV 25 [illegible]
Acting [illegible] Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North Unit, Minnesota Freeway
Highway [illegible] Pacific
County Multnomah
Contractor Peter Kiewit Sons' Company
Address P. O. Box 1777, Vancouver, Wash. 98660

Date Nov. 30, 1964
Contract No. 6393
Prefix 626-1016
F. A. Project No. I-5-6(52)307
Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install approximately 360 feet of metal median barrier.
Furnish and install 175 feet of metal glare screen.

1. Equipment rental rates shall be in accordance with State AGC agreement.
2. Percentages allowable to the contractor in accordance with executed contract for the project.

Location by station numbers:

Median Barrier	86+05 -- 89+65
Glare Screen	87+90 -- 89+65

Estimate of quantities and cost:

Labor	$1,200.00
Materials	1,800.00
Equipment	700.00
	$3,700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

South end of structure on curve containing about 15° of delta. Median rail needed to protect motorists from crossing median. Combination of vertical and horizontal alignment create a glare condition that is intolerable. Work ordered by Mr. Edwards. Work to be done by the contractor. Work started 11-30-64. Rail to be mounted on existing structure.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,054,147.57
Present estimate of project cost, including $3,700.00 for work under this order	$2,065,896.93
Expected ~~under-run~~ over-run amount	$188,120.39
Expected ~~under-run~~ over-run per cent	10.0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approved /s/ L. H. Young
~~Deputy State Highway Engineer;~~ Assistant State Highway Engineer or Office Engineer.

State Printing

Copy To Young
12-16-64

RECEIVED
DEC 16 1964

FOR FILING

STATE COPY

APPROVED
Contingent upon [illegible] of project [illegible] funds [illegible]
Date 4 DEC 1964
[illegible] Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North Unit, Minnesota Freeway
Date November 25, 1964
Highway Pacific
Contract No. 6393
County Multnomah
Prefix 626-1016
Contractor Peter Kiewit Sons' Company
F. A. Project No. I-5-6(52)307
Address P. O. Box 1777, Vancouver, Washington 98660
Order No. 6 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and realign existing center island on Span 17 and 18 of Bridge No. 1377B. Also additional anticipated construction costs for widening Span 17 and 18. Equipment rates shall be in accordance with the State-AGC agreement, and percentages allowable to the contractor in accordance with the special provisions. This work has been started.

Location by station numbers:

L_s 88+80 to L_s 89+80

Estimate of quantities and cost:	Original	Supplemental	Total
Equipment	$ 600	$ 320	$ 920
Materials	900	480	1,380
Labor	1,900	1,015	2,915
Contractor's Percentage	510	275	785
Total	$3,910	$2,090	$6,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Center island realigned in Span 17 and 18 to parallel the "IN" Line. The cost of the break-out of the curb and parapet has exceeded the amount estimated in the original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,054,147.57	
Present estimate of project cost, including $ 2,090 for work under this order	$2,062,100.00	
Expected ~~under-run~~ over-run amount	$ 184,323.46	
Expected ~~under-run~~ over-run per cent	9.8%	

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

Copy To Young
12-16-64

NOV 9 - 1964

FOR FILING

6393

November 9, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 6393, the North Unit, Minnesota Freeway grading, paving, structures, signing, and illumination project in Multnomah County, is anticipated. The contractor is Peter Kiewit Sons' Company, a Nebraska Corporation.

The original project authorization was $1,877,776.54. The present anticipated cost is $2,054,147.57, indicating an overrun of $176,371.03, or 9.39 percent.

The substantial overruns were occasioned by a drastic settlement of the fills across the low-lying areas on the northerly part of the project, requiring additional embankment, surfacing, and paving. There was also an overrun in topsoil quantities required to cover fill embankments, which were more extensive than had been anticipated.

This request for an additional authorization will be presented to you at the November 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

Fred Klaboe

DES:bjm bbc

RECEIVED
DEC 1 - 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1964

SUBJECT: Over-run of Project Authorization
North Unit, Minnesota Freeway
Pacific Highway
Contract No. 6393

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a "Report on Expected Over-run of Project Authorization" on the subject contract. This project, for grading, paving, structures, signing and illumination is under contract to Peter Kiewit Sons' Company, a Nebraska Corporation.

The original project authorization was $1,877,776.54. The present anticipated cost is $2,054,147.57 indicating an over-run of $176,371.03, or 9.39%

The major reasons for this over-run are an increase in the topsoil quantity and settlement of embankment materials which caused a resultant increase in dike embankment and surfacing items. Excavated materials on this project were composed of considerably more sand than had been anticipated, doubling the embankment areas which had to be topsoiled as called for by the plans. This over-run in topsoil amounts to $85,580.00. The additional areas to be covered with topsoil were approved by the Bureau of Public Roads' Area Engineer. The dike west of Denver Avenue and the surcharged roadway embankments settled quite drastically, causing a considerable increase in dike embankment material, crushed rock and asphaltic concrete amounting to just over $100,000. Considerable detour work was necessary requiring additional paving for traffic.

It is recommended that the project authorization be increased by $176,371.03, from $1,877,776.54 to $2,054,147.57.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

DES:bjm
Attachments

cc: L. H. Young

Attachments to Young
11 30 64

RECEIVED
NOV 25 1964
FOR FILING

STATE COPY

Form H-206—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent [illegible] [illegible]ication of
[illegible]ional
proj[illegible]
funds
Date
OCT 27 1964
U.S. Bureau of Public Roads

Project Name North Unit, Minnesota Freeway
Highway Pacific
County Multnomah
Contractor Peter Kiewit Sons' Company
Address P. O. Box 1777, Vancouver, Washington

Date October 28, 1964
Contract No. 6393
Prefix 626-1016
F. A. Project No. I-5-6(52)307
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove asphaltic concrete pavement.
1. Equipment rental rates shall bein accordance with State-AGC agreement.
2. Percentages allowable tothe contractor in accordance with executed contract for the project.

Location by station numbers:

Rt. of U.S. Line Sta 133+50 - 136+50

Estimate of quantities and cost:

Labor	$100.00
Equipment	200.00
Total	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Type F Curb placed as per plans. No removal of this pav. shown on plans. Necessary to remove pavement for landscape purposes. Work cleared by phone with BPR. Work started October 27, 1964. Work to be done by the contractor. Standard specifications to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,877,776.54
Present estimate of project cost, including $300.00 for work under this order	$2,045,465.43
Expected ~~under-run~~ over-run amount	$167,688.89
Expected ~~under-run~~ over-run per cent	8.93%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Copy To Young
11-25-64

RECEIVED
DEC 4 - 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name North Unit, Minnesota Freeway — Date October 23, 1964

Highway Pacific — Contract No. 6393

County Multnomah — Kind of Work Grading, Paving Structures Lighting, Illum. — Contractor Peter Kiewit Sons' Co.

Contract Amount $1,660,634.70

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity		Unit Price	Amount
Item # 7	Impervious Dike Embankment	10,276	CY	1.25	12,845.00
" # 8	Pervious Dike Embankment	14,094	CY	1.15	16,208.10
" # 9	Furnishing & Placing Topsoil	38,900	CY	2.20	85,580.00
" #67	Coarse Crushed Mat'l in Base	6,000	T	2.05	12,300.00
" #68	3/4-0" Mat'l in Base	1,000	T	2.20	2,200.00
" #70	Asphaltic Plant Mix, Bituminous Base	3,250	T	$5.80	18,850.00
" #71	Class "B" Asphaltic Concrete	6,250	T	6.10	38,125.00

Minor items, unitemized algebraic total + 20,900.00

Subtotal $ 207,008.10

Approved work orders (Price, extra work and state force orders) $ 33,353.64

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Guide Signs $3,805.23

Minor items, unitemized algebraic total + 561.12

Subtotal $ 4,366.35

Authorization for engineering $ 133,530.78

Expected over-run or under-run of engineering authorization $ 10,870.00

Costs not included above (explain) Electrical Revision & light pole $ 1,000.00

Allowance for future contingencies (4 % of work remaining) $ 5,400.00

Credits to come from transfers and deductions Cut off for treated timber piles $ - 2,016.00

Present estimate of project cost $2,054,147.57

Brief Statement of principal causes of over-run:

Major over-runs are caused by settlement. Additional materials must be placed to maintain designated grades. All sand fills were topsoiled. Doubling the areas to cover. Areas approved by B.P.R.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,877,776.54
Present estimate of project cost	$2,054,147.57
Expected over-run (Amount)	$ 176,147.57
Expected over-run (per cent)	9.39%

Space to right of this line is for use of Salem office.

Submitted by: James Dow
Resident Engineer

Confirmed by: A. J. Benedict
Assistant Division Engineer

Noted by: G. F. Huber
asst Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 80719

RECEIVED
OCT 13 1964
FOR FILING

FORM 2-30X—80M—12-63 51677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1964

SUBJECT: Locked Gate Accesses
Pacific Northwest Bell Telephone Company
North Unit, Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(52)307

To:

Mr. G. W. Ross
Director of Permits
BUILDING

ATTENTION: Mr. J. F. Hagemann

The writer's Memo to the Files dated July 23, 1962, a copy of which is attached, established the proposed location of two locked gate accesses to Pacific Northwest Bell Telephone Company's underground cable which is located within the westerly right of way line of this section between Stations "VU" 87+50 and "FD" 128+17.

Pole Permit No. 6638, previously approved by the Bureau of Public Roads, was issued to the company on September 30, 1964. It provided for a locked gate access approximately opposite Station "VU" 88+75 and an access along the dike opposite Station "DV" 123±.

The company has now determined through further field investigation it will be necessary to have vehicular access to their cable from Station "LS" 101+50 to 116±. This can be accomplished by moving the present access near Station "DV" 123± to "DV" 116± and to install a locked gate at Station 116±.

This matter was discussed by Messrs. Dec, Girvin and Preston on October 1, 1964 and it is understood the additional cost of the gate will be non-participating by the Bureau of Public Roads.

Please prepare the necessary amendment to Pole Permit No. 6638 and submit it to the Bureau of Public Roads for their formal approval.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:fp
Attach.
cc L. P. Shaw

477 Cottage Street N.E.
Salem, Oregon 97301

September 24, 1964

08-35.2-DA

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

By: G. R. Brooks
District Engineer

North Unit, Minnesota Freeway
Oregon Project I-5-6(52)307
State Force Order No. 6 - Temporary Striping

Reference is made to your letter dated September 17, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The work is to be accomplished in stages as the contractor's work progresses and the traffic volume dictates. The uncertainty as to the extent of striping due to construction and the new imposed traffic patterns would tend to result in excessively high bid prices if work was undertaken by contract. It, therefore, is impractical to contract the work.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attach.

[illegible]TED
[illegible] SHAW

original To Young
with attach
10-1-64

RECEIVED
OCT 1 2 1964

FOR FILING

(52) 307

STATE COPY

APPROVED
Contin[illegible] [illegible]tion of
pr[illegible] [illegible]nal
fun[illegible]
Date 2 3 1964
T. Doe
Eng. Curd.
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North Unit, Minnesota Freeway
Date September 17 1964
Highway Pacific
Contract No. 6393
County Multnomah
Prefix 626-1016
Contractor Peter Kiewit Sons' Company
F. A. Project No. I-5-6(52)307
Address P. O. Box 1777, Vancouver, Washington 98660
Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend aluminum handrail to end of concrete parapet rail. Equipment rental rates shall be in accordance with the State-A.G.C. agreement, and percentage allowable to the contractor in accordance with the special provisions. This work has not started.

Location by station numbers:

Bridge No. 7543A

Estimate of quantities and cost:

Labor	$ 50.00
Materials	175.00
Equipment	25.00
Contractor's percent	37.50
Total	$287.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Handrail is being extended along sidewalk for pedestrian safety at the request of Herb Schell of Bureau of Public Roads.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,877,776.54	
Present estimate of project cost, including $ 287.50 for work under this order	$1,862,730.33	
Expected under-run over-run amount	$ 15,046.21	
Expected under-run over-run per cent	0.80%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ G. L. Decker
/s/ Alfred A. Rear, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Copy to Young
10-12-64

RECEIVED
SEP 1 8 1964

FOR FILING

639

September 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 274, covering temporary striping of detours on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6393, in connection with Federal Aid Project No. I-5-6(52)307.

This work is necessary to guide traffic on detours during construction. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,000.00 with Federal participation of $2,700.00.

This work was verbally recommended for approval by the BPR Area Engineer September 15, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

GWY:mb
Enc.

RECEIVED
SEP 2 1964
FOR FILING

STATE COPY

[illegible] of
JUL [illegible] 1964 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	North Unit, Minnesota Freeway	Date	August 17, 1964
Highway	Pacific	Contract No.	6393
County	Multnomah	Prefix	626-1061
Contractor	Peter Kiewit Sons' Co.	F. A. Project No.	I-5-6(52)307
Address	PO Box 1777, Vancouver Wash. 98660	Order No.	10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Waterproof the ¼" mastic joint between the end of rigid frame, structure No. 9015 and retaining walls "C" and "D". Place 6" flat rubber waterstop between rigid frame and retaining wall "A".

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentages allowable to the contractor in accordance with executed contract for the work.

This work has been started. Prior telephone approval was obtained from BPR.

Location by station numbers:

"DF" 119+74.5
"DF" 122+86.5

Estimate of quantities and cost:

Labor	$125.00
Materials	75.00
Equipment	60.00
Total	$260.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The plans call for a ¼" mastic joint between rigid frame and retaining walls "A", "C", and "D". In order to waterproof these joints, waterstop is to be incorporated in wall "A" before it is poured. Walls "C" and "D" to be membrane waterproofed as it is too late to incorporate waterstop into rigid frame walls.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,877,776.5[illegible]
Present estimate of project cost, including $260.00 for work under this order	$1,852,395.48
Expected under-run ~~over-run~~ amount	$25,381.06
Expected under-run ~~over-run~~ per cent	1.35%

Space to right of this line is for use of Salem Office

Submitted by: James Don /s/ M. W. Stovall
Asst. Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward Hardt
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~[illegible]~~
Office Engineer.

State Printing

original to Young 9-2-64

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SEP 9 1964
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 11, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Changes in Fence Locations
N. Unit, Minnesota Freeway
Project No. I-5-6(52)307

Dear Sir:

Attached are two (2) prints of proposed changes in the fences in the vicinity of Delta Park Interchange on this project. The proposdd revisions are as follows:

1. Relocation of the fence between the "DF" Line and the main line between the south end of the "DF" tunnel and the mainline structure over the "V" Line to keep the fence out of the lawn area.

2. Elimination of the fence between the "DF" Line and "FD" Line between Stations 120 and 125. This area is entirely within the access control lines and serves no apparent purpose.

3. Relocation of a short section of fence westerly of Station 132 on the main line to eliminate two angle points in the fence.

Your approval of these revisions is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

APPROVED DATE 8-26-64
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By Title Dist Engr

Recommended for approval,
subject to comments noted: S
☒ Area Engineer AV
☐ Bridge Engineer
☐ Appraiser
8-26-64
Date
District Engineer

Attachments

original copy To Decker with attach
9-8-64

RECEIVED
AUG 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

XERO COPY XERO COPY XERO COPY

RECEIVED
JUL 1 1964
FOR FILING

[illegible]

[illegible]

June 29, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: North Unit, Minnesota Freeway
Multnomah County

Drawing # 19998

Dear Sir:

Attached are three prints of plans for a proposed revision to the south end of the Oregon Slough Bridge. This revision is necessary to obtain proper alignment on the southbound off-ramp to Union Avenue.

Your early approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

DNS:jp: ajw

STATE COPY

Form PR-33A (Rev. 5-60)

cc: OSHD(L P Shaw)
Reg 8
Wash DC
OSHD BRIDGE DIV

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6)

Region No. 8	Report No. 2	County Multnomah		State Oregon
Date of inspection 5-13,14-64	Inspection made by H. A. Schell, Area Engr			Project No. I-5-6(52)307
In company with Messrs. Ikola and Don, OSHD Resident Engineers				
Quality of work Satisfactory	Progress of work Satisfactory	Time elapsed 25 %	Work completed 06 %	Est. compl. end of month 07 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

NORTH UNIT - MINNESOTA FREEWAY

(1) Clearing 35%
Drainage 15%
Grading 15%
Surcharge material north of Columbia Blvd. has been excavated and placed on the diked area and on the S-U line ramp.
Base material and paving 01%
Base course has been placed on the S-U line ramp.
Structures 03%

Structure B	Bent 2 - columns poured Bent 3 - footings poured
Denver Avenue tunnel	Rough excavated to grade
Delta Park Interchange	Temporary dike work complete, plug removed; footings excavated.

(2) Grading, Columbia Blvd. Interchange area: One 14 CY self loading scraper, 2 tractors w/blade, and 1 blade grader are grading on the L-C and the C-L line ramps.

Delta Park Interchange Area - Two dual drive scrapers and 1 tractor with blade, and tractor w/front end loader, are loading, hauling, and spreading material on the D-D line.

At Sta 140 one blade grader is shaping the grade.

(3) Linear measurements:

(more)

N OF 1-59 MAY BE USED

Location & explanation	Measurement	Plan Measurement
Structure B footing	6'4" square	6'3" square
Sta 165, main roadway width	81 1/2'	84'
Sta 163, L-C line roadway width	19 1/2'	20.2'
Sta 159+50, C-L line, roadway width	25.7'	23'

The roadway dimensions given do not agree exactly with the plan because the contractor has not completed his finish grading. The Resident Engineer informed us that these widths will be carefully measured in the field before the project is acceptable.

Materials reports: Materials reports were reviewed with the Resident Engineer and adequately cover materials incorporated into the project. The independent yield check of the column pour at Bent 2 was made. Results were as follows:

Computed yield	4.48
Computed cement	2653#
Volume of concrete ordered	4.5 CY
Measured cement at plant	2670#

These figures indicate the excellent control the State has on the concrete production in the metropolitan area.

Strike conditions: This project was struck by the laborer's union May 5 and all work on the structures only has been discontinued. Heavy equipment is being utilized to the extent possible at this time.

Changes:

Change No.	Explanation	Amount	BPR Approval
PA No. 1	Tunnel Lighting Revision at Request of BPR	$3217	3-16-64
EWO No. 4	Removal of Asphalt on Bridge No. 7543A which was not anticipated in original plan	$1610	5-12-64

(more)

There has been a revision necessary on the Oregon slough structure in order to obtain proper ramp alignment. However, the State to date has not prepared plans and submitted them to Public Roads for approval.

Piling in Structure B were driven with a Vulcan 06. Piling at Bent 2 gave penetrations from 27 to 43 feet with bearings from 34 tons to 68 tons. Piling at Bent 3 gave penetrations of 27 to 55 feet with bearings from 33 to 52 tons. Plan requirements for these piling were 90 feet long and bearings of 24 tons. From the indicated bearings it is obvious that it was practically impossible to obtain the desired penetration without jetting the pile. Piling were left in a fine to dense sand and silty clay material at approximate elevation -30.

Claim: It is possible that the State will receive a claim from the contractor for the structural excavation for the rigid frame on Denver Avenue overcrossing. The State assumes that the pay quantity will be 1 foot outside of the struts on the plan; however the contractor feels that the entire excavation within the footings for the structure is eligible for payment.

RECEIVED
JUN 2 5 1964
FOR FILING

Form E-206—5M

STATE COPY

APPROVED
Contingent upon [illegible]ication of
[illegible] original
pr[illegible]
fu[illegible]
Date JUN 1 8 1964
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North Unit, Minnesota Freeway
Date June 11, 1964
Highway Pacific
Contract No. 6393
County Multnomah
Prefix 626-1016
Contractor Peter Kiewit Sons' Company
F. A. Project No. I-5-6(52)307
Address P. O. Box 1777, Vancouver, Washington
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

1. Percentage allowed contractor is in accordance with the executed contract for this project.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Labor - - - - - - $4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State share of flagging based on 57½% of labor for public protection. Item in origional authorization. Work to be done by contractor. Work has been started. Standard specifications to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.	Project authorization . . . . $1,877,776.54 Present estimate of project cost, including $4,000.00 for work under this order $1,825,467.23 Expected under-run ~~over-run~~ amount . . . . . . $52,309.31 Expected under-run ~~over-run~~ per cent 2.8%	Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

original copy to Young 6-25-64

RECEIVED
JUN 29 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	North Unit, Minnesota Freeway	Date	May 21, 1964
Highway	Pacific	Contract No.	6393
County	Multnomah	Prefix	626-1016
Contractor	Peter Kiewit Sons' Co.	F. A. Project No.	I-5-6(52)307
Address	P. O. Box 1777, Vancouver, Washington	Order No.	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clean mud out of Delta Park Slough and place toe materials to contain the slope.

1. Maximum equipment rates allowable as per AGC and State contract.
2. Percentages allowed contractor is in accordance with executed contract for this project.

Location by station numbers:

100' Left VD 119

Estimate of quantities and cost:

Labor	$ 600.00
Equipment	900.00
Total	$1500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Fill on VD line falls into the slough. Mud in bottom of slough is being froced to the east and will have to be removed to prevent blocking 42" sewer line. Mud is to be removed and broken concrete, blacktop or other suitable materials found on the project will be used along the toe of the VD line to contain the roadbed slope. Contractor to do the work. Work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,877,776.54	
Present estimate of project cost, including $1500.00 for work under this order	$1,820,375.48	
Expected under-run ~~over-run~~ amount	$57,401.06	
Expected under-run ~~over-run~~ per cent	3.1%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

LLOYD P. SHAW

State Printing

original To Young 6-17-64

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JUN 9 - 1964

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STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: North Unit, Minnesota Freeway
Date: May 20, 1964
Highway: Pacific
Contract No.: 6393
County: Multnomah
Prefix: 626-1016
Contractor: Peter Kiewit Sons' Co.
F. A. Project No.: I-5-6(52)307
Address: P.O.Box 1777, Vancouver, Washington 98660
Order No.: 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Bridge No. 1377B. Remove upper portion of wall "C" according to Metro Division Drawing of March, 1964. Remove right sidewalk and parapet spans 17 and 18, widen and reconstruct according to revised bridge division drawing.

Equipment rental rates shall be in accordance with the STATE-AGC agreement, and percentages allowable to the contractor in accordance with the special provisions.

This work has been started. Prior approval was obtained from BPR.

Location by station numbers:

Ls88+80 to Ls 89+80

Estimate of quantities and cost:

Equipment	$ 600
Materials	900
Labor	1,900
Contractors percentage	510
	$3,910

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessitated by the revision of the right curb alignment on the "VU" line. Due to the nature of this work, it is felt that a unit price for the removal and reconstruction work under a price agreement would be difficult to substantiate, and therefore, performance of the work on force account appears to be the most equitable.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $1,877,776.54
Present estimate of project cost, including $3,910.00 for work under this order: $1,818,875.48
Expected under-run ~~over-run~~ amount: $58,901.06
Expected under-run ~~over-run~~ per cent: 3.1%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Dor, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

State Printing

Original To Young 6-9-64

RECEIVED
MAY 13 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
May 6, 1964

To: MEMO TO THE FILES

SUBJECT: North Unit, Minnesota Freeway Section
Pacific Highway
Contract: 6393

A part of this project requires the contractor to relocate a portion of the Delta Park race track facility. When the laborer strike shut down this project, all the work on this race track had been completed except rock and paving portions. This race track must be operable for the Rose Cup Races in June. I am informed that the Rose Cup Race is one of the biggest sports car affairs in the state, and that it attracts crowds of about 20,000 people. The contract requires the contractor to have this track completed prior to the date of this race.

I contacted Mr. Abbott of the laborers union and he advised me that he would allow the two to three days work required if the contractor would guarantee him that no other work requiring laborers or teamsters would be undertaken. Mr. Jim Holland of Peter Kiewit Sons' organization stated that he would accept this restriction.

The work of completing the race track facility will therefore commence tomorrow morning under special dispensation from the laborers union.

[illegible]

F. B. Klaboe
Metropolitan Engineer

May 7, 1964

Late yesterday a Mr. Royer of the laborers union, who is apparently Mr. Abbott's boss, called and advised me that he would have to back down on his promise to allow us to complete the sports car race track because of extreme pressures from other labor crafts. He did not name this craft, but intimated that it was the teamsters. I explained to him the

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
MAY 1964

background of this problem, but it had no effect and I therefore informed all concerned to cancel the plans made for work on this facility.

Mr. Royer also advised me that he would have no objection to us performing this work by State forces if the strike was of a prolonged nature. I will consider this method of doing the work again about the first of June.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc Mr. F. D. Morgan
Mr. Jim Don

RECEIVED
MAY 25 1964

FOR FILING

STATE COPY

APPROVED
Con[illegible] [illegible]tion of
[illegible] Engineer
U.S. [illegible] Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: N. Unit, Minnesota Freeway
Date: May 1, 1964
Highway: Pacific
Contract No.: 6393
County: Multnomah
Prefix: 626-1016
Contractor: Peter Kiewit Son's Co.
F. A. Project No.: I-5-6(52)307
Address: P. O. Box 1777, Vancouver, Washington
Order No.: 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove a strip of asphaltic concrete pavement from the deck of existing Bridge No. 7543A, extending from the South gutter to a point twelve (12) feet into the roadway. This removal to extend the full length of the bridge. Replace the pavement in the relocated gutter line with a feather-edge patch as requir

1. Maximum equipment rental rates allowable as per AGC agreement
2. Percentage allowed contractor is in accordance with executed contract for the job. This work has not been done.

Location by station numbers:

Throughout the length of Bridge No. 7543A.

Estimate of quantities and cost:

Equipment Rental	$1,000.00
Labor	400.00
Plus Contractors 15%	210.00
Total	$1,610.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The concrete for the new sidewalk on Bridge No. 7543A as detailed on Drwg. No. 19367 is to be poured on the existing deck. The deck is paved with a two-inch asphaltic concrete wearing course and no provision was made in the plans of special provisions for the removal of the pavement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,877,776.54
Present estimate of project cost, including $1,610.00 for work under this order	$1,813,705.48
Expected under-run ~~over-run~~ amount	$64,071.06
Expected under-run ~~over-run~~ per cent	3.4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

original To Young 5-25-64

RECEIVED
MAY 1 1 1964

FOR FILING

STATE COPY

APPROVED
Contingent [illegible] of
project [illegible] additional
funds [illegible]
Date APR 3 1964 By B M Brooks
Title Dist Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North Unit, Minnesota Freeway
Date April 23 1964
Highway Pacific
Contract No. 6393
County Multnomah
Prefix 626-1016
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-5-6(52)307
Address PO Box 1777, Vancouver, Washington
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Illumination of Denver-Swift-Union Interchange.
1. Maximum equipment rates allowable as per A.G.C. and State agreement.
2. Percentages allowed contractor is in accordance with executed contract for this project.

Location by station numbers:

Throughout the Denver-Swift-Union Interchange.

Estimate of quantities and cost:

Labor	$1,250.00
Materials	750.00
Equipment	3,000.00
Total	$5,000.00

NOTED
LLOYD P. SHAW

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Temporary illumination required during stage construction. Work to be done by the contractor. It is necessary to relocate illumination in this interchange as traffic shifts are made during the six (6) stages of construction. Materials with the exception of wire and incidental hardware will be salvaged from present installation and be reinstalled in temporary location. Work has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,877,776.54
Present estimate of project cost, including $5,000.00 for work under this order	$1,808,677.98
Expected under-run ~~over-run~~ amount	$69,098.56
Expected under-run ~~over-run~~ per cent	3.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer

State Printing

Original To Young 5-11-64

STATE COPY

FORM E-122X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 17, 1964

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: PGE Power Line Adjustment
N. Unit, Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(52)307

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 3, 1964, have been approved by the State and the Bureau of Public Roads. This estimate and sketch deviated from our Staff Attorney's letter of March 10, 1964, in that a pole located westerly of Station DS 129+45, noted as in conflict, was not in conflict with the proposed construction, and a pole located 150 feet westerly of Station DV 122+00, not noted as conflicting, will have to be moved as related work to receive proper alignment. We agree, and are here noting for the record, that the abovementioned changes are necessary and you should proceed with the work as shown in your aforementioned estimate and sketch.

Reimbursement for work performed subsequent to April 14, 1964, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
A. W. Parsons (3)
L. H. Young
C. H. Maison
F. B. Klaboe
James Don
E. E. Johnston
Jack Hesla

RECEIVED
APR 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED DATE 4/21/64
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By Title
Engineering Coordinator

RECEIVED
MAY 1 - 1964

FOR FILING

[illegible]

[illegible]

Project Name .... [illegible] .... Date .... [illegible], 19[illegible]

Highway .... [illegible] .... Contract No. .... [illegible]

.... [illegible]

County .... [illegible] .... [illegible]

Contractor .... [illegible] .... [illegible]

Address .... [illegible] .... [illegible]

[illegible]

Description of work to be done:

[illegible]

Location by [illegible]:

[illegible]

Estimate of [illegible]:

[illegible]

[illegible] = $[illegible].

Explanation: (Explain here the conditions which cause [illegible] to be [illegible] as "extra work")

[illegible] at "SU" Line [illegible] in [illegible] [illegible] Engineer. [illegible] "S" Line due to [illegible] closing the various [illegible]

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.	Project authorization	$1,277,7[illegible]
	Present estimate of project cost, including $[illegible] for work under this order	$[illegible],677.[illegible]
	Expected under-run / overrun amount	$[illegible]
	Expected under-run / overrun per cent	[illegible]

NOTED
LLOYD P. SHAW

Submitted by: /s/ [illegible] Resident Engineer

Approval Recommended: /s/ [illegible] Asst. [illegible]

Approval Recommended: /s/ A. V. [illegible] Asst. Division Engineer

Approved /s/ L. [illegible] State [illegible] Engineer

State Printing

[illegible] continues.

Contractor has bid [illegible] installed [illegible], the salvage able materials [illegible] value [illegible] on the project.

RECEIVED
APR 15 1964
FOR FILING

April 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering directional signing on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6393 in connection with Federal-Aid Project No. I-5-6(52)307.

This work is necessary for the direction and guidance of traffic during construction. It is an anticipated item of the contract and funds are included in the Project Authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L.H.H.

L. H. Young
Office Engineer

[illegible]
Att.

APR 21 19[illegible]

FOR FILING

6-93

477 Cottage Street, N. E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

April 14, 1964

By: T. Dec
Engineering Coordinator

Original signed by
T. Dec
Eng. Coordinator

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

**Oregon Project I-5-6(52)307, N. Unit, Minnesota Freeway Section
Portland General Electric Company Utility Adjustment**

Our memorandum dated February 20, 1964 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated March 10, 1964, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated April 3, 1964, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 7, 1964. Mr. Litchfield's transmittal letter contained information which established that the pole located westerly of Station DS 129+45 was not in conflict with construction as stated in Staff Attorney's letter and that there was related work necessary to clear pole westerly of "DV" Station 122+00. Our approval of this work is with the understanding that you will adequately cover this correction and additional work thru exchange of correspondence. A satisfactory method would be to cover this in your authorization letter to Utility and provide this office with three copies.

Our program memorandum dated February 12, 1964 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
cc Litchfield
4-21-64

NOTED
LLOYD F. SHAW

RECEIVED
APR 10 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]
[illegible]

SUBJECT: Delta Unit, Minnesota Freeway Section
Contract: 6393

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. L. J. Barbee

Several weeks ago I met with Mr. Merchant and Mr. Morgan and discussed with them the problem of handling pedestrians across the Oregon Slough Bridge. As you undoubtedly know, the existing bridge has pedestrian walkways on both sides. However, there is no sidewalk connection to the westerly walk at the north end of this structure. Furthermore, this contract requires the removal of the sidewalk in the southwest corner of the structure to accommodate the "VO" ramp.

It is our proposal, therefore, to prohibit pedestrian traffic on the west side of this structure and to construct a sidewalk facility as shown on the enclosed sketch map.

We believe that it is impractical, if not impossible, to completely prohibit pedestrian traffic from this structure. However, Bureau of Public Roads' approval and some method of separating the pedestrian traffic from the vehicular traffic will probably be required before this section is acceptable as a segment of the Interstate route. The same problem will later arise concerning the Interstate bridge and it should be considered along with this problem at this time.

I enclose also an estimate of the cost of the work proposed herein. It amounts to about $750 and if you approve of the suggestion, we will arrange to have the work completed under the existing contract.

F B Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures
cc Mr. Ivan D. Merchant (w/enc.)
Mr. James Don

original to Barbee
with map
4-9-64

Olson
How wide is S.W. on Bridge B.

NOTED
LLOYD P. SHAW

Form E-49—30M—5-53

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

MINNESOTA FREEWAY SECTION
NORTH UNIT
COST ESTIMATE FOR PROPOSED PEDESTRIAN FOOTPATH
& WALKWAY SOUTH END OREGON
SLOUGH BRIDGE

ITEM	UNIT	QUANTITY	ALLOWANCE	BID AMOUNT	PRICE	TOTAL
1) GENERAL EXCAVATION	cu yd	25	5	30	0.75	22.50
2) 3/4"-0 IN FOOTPATH	TON	22	3	25	2.20	55.00
3) ASPHALTIC CONC. IN FOOTPATH	TON	25	5	30	9.00	270.00
4) 4" CONC. SURFACING	sq yd	33	7	40	2.90	116.00
5) ADJUST MANHOLE	each	2	—	2	44.00	88.00
6) RECONST. MANHOLE	each	1	—	1	100.00	100.00
						651.50
		+20%				130.30
	TOTAL					781.80

RECEIVED
APR 15 1964

FOR FILING

MISC. CONTRACTS and AGREEMENTS No.________

Salem, Oregon
March 19, 1964

Agenda Item 4-h

Throughway Agreement
N. Unit, Minnesota Freeway Section
Pacific Highway No. 1
Portland

Mr. H. S. Cox
County & City Relations
Office

Attentinn: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of an agreement with Multnomah County covering the N. Unit, Minnesota Freeway Section of Pacific Highway, providing for closure of two public roadways and future extension of Victory Blvd. (Vanport Ave.) easterly from Delta Park Interchange.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Multnomah County Court.

Secretary

rn
Attach: 1

RECEIVED
MAR 17 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 12, 1964

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-EC

By:
M. E. Martin
Acting Division Engineer

Oregon Project I-5-6(52)307
N. Unit-Minnesota Freeway Section
Grading, paving, structures, signing and illumination

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6393 to Peter Kiewit Sons, Co., of Omaha, Nebraska, low bidder in the amount of $1,660,634.70 at the March 10, 1964 bid opening.

Mr. Litchfield's March 10, 1964 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our February 20, 1964 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
3-17-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 12 1964

FORM E-129

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 12, 1964

Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

Gentlemen:

The State Highway Commission on **March 12, 1964,** awarded to you State Highway Contract No. **6373** for the following project:

Grading-paving-structures-signing-illumination on the North Unit of the Minnesota Freeway Section of Pacific Highway in Multnomah County.

This award was based on your low bid of **$1,660,634.70** which was submitted to the Commission on **March 10, 1964,** for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 6 - 1964

46823

FOR FILING

7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 4, 1964

SUBJECT: North Unit, Minnesota Freeway Section
Pacific Highway
Prefix: 626-1016

To MEMO TO THE FILES

I spoke to City Parks Superintendent, Harry Buckley, this morning about problems connected with the proposed Delta Park Interchange. I advised him that during the construction of the new permanent dike we would have to close Victory Blvd., West of Denver Avenue. Mr. Buckley stated that he saw no complications with this phase of the construction operation inasmuch as there is another way into the area; said other way being through the Pacific International Livestock Exposition building area.

Mr. Buckley did request that, as soon as possible, we advise him of the successful bidders plan for this area.

Under the circumstances, we are informing bidders that Victory Blvd. can be closed for a short period of time during the construction of the dike, and further, we do not believe that any specific instruction is necessary to be incorporated into the Special Provisions.

F B Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:op

CC: Mr. L. P. Shaw
Mr. F. D. Morgan
Mr. J. Don

RECEIVED
MAR 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 - 1964
FOR FILING

March 2, 1964

Oregon State Highway Commission

Gentlemen:

A throughway agreement with Multnomah County covering the North Unit, Minnesota Freeway Section of the relocated Pacific Highway is presented for your consideration.

In addition to the usual throughway provisions, this agreement provides for closure of two minor public roadways north of Columbia Slough and south of Delta Park and for future connection of a road to be constructed by the County connecting to North Victory Boulevard at the easterly right-of-way boundary of the throughway. The County agrees to relocate, or cause to be relocated, any utilities located upon County right-of-way.

This matter will be on the agenda for the March 12 Commission meeting. Your approval and authority for the Secretary to sign this agreement in behalf of the Commission are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor B. Wolfe
N. S. Cox
F. D. Morgan
L. N. Young
LPS:ajw fn

RECEIVED
FEB 28 1964
FOR FILING

5931

February 27, 1964

Mr. Fred T. Fowler
Highway Coordinator
208 City Hall Annex
Portland 4, Oregon

Dear Mr. Fowler:

It is the State's understanding that the plans for the North Unit, Minnesota Freeway Section of Interstate 5 (Pacific Highway) are satisfactory to the City insofar as access roadways to Delta Park and old Vanport areas are concerned.

My telephone conversation with you February 24 at 4:23 p. m., reaffirmed an earlier understanding that no formal agreement in regard to the access roadways mentioned above would be necessary. The City's approval of construction plans will serve to permit access to the City-owned areas outside State right-of-way limits on which access roadways are to be constructed. Following construction of the access roadways, all title and jurisdiction over portions outside the State right-of-way limits will vest in the City.

The purpose of this letter is to document our mutual understanding of access rights and jurisdiction over access roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

LFS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan
F. B. Klaboe

RECEIVED
MAR 2 1964

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

February 20, 1964

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-5-6(52)307
N. Unit-Minnesota Freeway Section
Grading, Paving, Structures, Signing and Illumination

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise for a minimum period of two weeks as requested in your letter of February 17, 1964, signed by Mr. Young. This short advertising period is granted to allow you to include the O'xing structure at the Delta Park Interchange. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, with relocation advisory assistance unnecessary as indicated in Mr. Moehring's February 6, 1964 letter except for two parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Mr. Young's February 13, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

The use of the December, 1963 Supplemental Standard Specifications for Metal Pipe Materials for Culvert, Siphons and Underdrains is approved for this specific project.

Participation will be limited on the following items:

1. Denver Ave. overlay wearing surface south of Victory Blvd. (This area is beyond the limits of Federal Aid Interstate participation).

original To Young
with attach.

3-2-64

NOTED
LLOYD F. SHAW

2. Additional Embankment material placement off Sherwood Road dike for Peninsula Drainage District No. 2. (The work outlined on sheet 7 is outside the R/W limits and is in excess of that required in the original agreement with the district. This work was to be accomplished under projects I-5-6(36)304 and I-5-6(43)307).

3. Ramp connections to Columbia Blvd. beyond station 148+70.83 on both CL and CLC lines. (Touch down points of the ramps are at this location and participation is limited to this point).

The pavement type selection for the project is accepted on the basis of documentation included on your February 20, 1962 "Project Base Design" sheet as supplemented by Mr. Decker's May 15, 1963 inter-department correspondence to Mr. Shaw and Mr. Young's February 17, 1964 letter to this office regarding stage construction. Your procedure for stage construction is considered appropriate in view of the experienced subsidence to date. We are in agreement with your proposal establishing the eligibility of the future 3-inch Class B wearing surface for Federal participation in accordance with IM 21-1-62.

Your February 11, 1964 status report of preparatory work for utility adjustments indicates that no delays are anticipated. It is understood that the Pacific N.W. Bell Telephone Company underground cable which needs additional protection because of your change in design for the Delta Park interchange is included as a contract bid item and described in the plans. The initial move accomplished under project I-5-6(36)304 was thought adequate but your change in plans for the interchange at this late date obligated the State for this additional protection. Evidence that satisfactory agreements have been reached in connection with the other utility adjustment included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with the reimbursable utility adjustment is withheld until utility plans and detailed estimates are furnished us and approved by this office.

Attachment

RECEIVED
FEB 20 1964
FOR FILING

February 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Complete P.S. & E. documents for the North Unit, Minnesota Freeway Section, Project No. I-5-6(52)307 have been furnished your department, and accordingly, we are requesting your authorization to advertise this project for bids to be received March 10, 1964.

There is hereby incorporated by reference, as a condition of approval of this project by the Bureau of Public Roads for Federal-Aid participation, the language specified by Section 60-1.3(b)(1) of the Regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction) and such specified language will be set forth in full in the project agreement.

In compliance with IM-21-5-63, the Fish and Game Commissions have been furnished data on the above project for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken. There are no special measures planned as project expenditures for fish and wildlife protection on the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HMC:er

RECEIVED
FEB 18 1964
FOR FILING

February 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Minnesota Fwy. Sec.-N. Unit
I-5-6(52)307

Dear Sir:

Reference is made to your letter of February 13th regarding the desirability of utilizing stage construction procedures on the paving of the subject-named project between Stations 104+50 to 146+12.

You have been furnished plans for this section and on Sheet 2 of the said plans, it shows future asphaltic concrete wearing surface 3" in thickness to be constructed over the travel lanes, the shoulders and the median area.

As you are aware, this section of highway consists of a fill placed on low lying ground which is subject to subsidence and generally has the characteristic of being unstable in nature. Our plan is to place traffic on a base course placed on these fills, the base course to consist of 11" of bottom course base, 3" of plant mix bituminous base and an asphaltic concrete wearing surface 1½" thick. This is done with the idea in mind that distortions due to traffic vibration, subsidence, etc., will take place in the wearing surface. It is our experience that areas such as this will gradually stabilize and it is felt that in a few years, we can safely place the balance of the asphaltic concrete pavement.

The foregoing statements are equally true for the shoulder areas which should receive exactly the same treatment. The same forces and consequent distortions apply to the shoulder areas; however, we do not plan to put the 3" of plant mix bituminous base but only 3" of 3/4"-0 top course base under the shoulder areas.

Your approval of this proposal is requested with the understanding that we will program the 3" of future paving at a time when the physical conditions warrant this treatment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc Lloyd Shaw
F. Morgan
J. Merchant
J. Nash

RECEIVED
FEB 18 1964

FOR FILING

February 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Reference is made to the North Unit, Minnesota Freeway Section, Project No. I-5-6(52)307.

It is our desire to revise the P.S. & E. documents, which have been submitted to your department, to include the construction of a reinforced concrete prestressed beam overcrossing structure, Station 128+47.17 to Station 130+41.17 (Delta Park Interchange). We feel that it is in the public interest to have all of the structures on this section under one contract as more favorable bids are likely to be received than if the structure was let under a separate contract. It also will eliminate any conflicts which could occur during construction phases of the two separate contracts.

In view of the time necessary to make the above revisions, we hereby request your authorization to advertise this project for a two week period in place of the normal three week period. We feel the contractors will not be inconvenience by the shortened advertising period.

Upon furnishing the revised P.S. & E. documents to your department, we will request your authorization to advertise the North Unit, Minnesota Freeway Section, Project No. I-5-6(52)307 for bids to be received March 10, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]C:er

477 Cottage Street, N.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. February 13, 1964
Salem, Oregon
Attention: Mr. I. D. Merchant

Original signed by
A. W. Parsons

A. W. Parsons, Division Engineer
[illegible]-35.6 Salem, Oregon

Special Provisions for Driving Foundation Piles
Airport Road-Irrigon Jct. Section, I-[illegible]
Spanish Hollow Creek Bridge, I-80N-3(40)102
Minnesota Freeway - North Unit, I-5-6(52)307

In reviewing the Special Provisions for these projects we [illegible] some requirements for driving foundation piles which appear unnecessarily restrictive and otherwise questionable.

On the Minnesota Freeway and Airport Road-Irrigon Jct. projects we note that the special provisions specify that steel and timber piles are [illegible] driven with a power actuated [illegible] that can develop an energy of 15,000 foot pounds per blow. [illegible] agree that this is a reasonable requirement for steel piles [illegible] driven to [illegible] or 50 tons bearing but this energy [illegible] excessive for timber piles which are normally driven to 25 tons or less.

On the bottom of page 35 of the special provisions for the Airport Road project there is a requirement that all timber piles shall be driven the full length given in the order list regardless of the bearing values obtained. Based on past experience we recommend that this type of requirement include a clause such as "unless this is determined by the engineer to be impracticable". This provision as [illegible] written seems to nulli[illegible] requirement set forth in the general notes of the plans [illegible] timber piles shall be driven to a minimum bearing of 25 tons.

On the Spanish Hollow Bridge the special provisions on page [illegible] specify single acting hammers for concrete [illegible] We [illegible] whether this is necessary. Also, on page 3[illegible] [illegible] tips" should be added to the [illegible] line of the [illegible]

We recall quite a few instances in the past where requirements such as those discussed above have not been enforced. The reason for not doing so has generally been that it was not practical, it was detrimental to the piles, or it was unnecessary. It [illegible] becoming increasingly difficult to justify such deviations [illegible] the specifications. Accordingly, we urge you to review your [illegible]fications with this in mind. In any event we shall [illegible]

Original to Merchant
2-17-64

cc Young
2-18-64

compliance with your specifications unless modifications are approved by this office and suitable adjustments are made.

RECEIVED
FEB 18 1964
FOR FILING

FORM CD-12 (10-22-[illegible])
(PRES. BY A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: February 13, 1964

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.4DA Salem, Oregon

ME Martin
by: M. E. Martin
Acting Division Engr.

SUBJECT: Oregon I-5-6(52)307
Stage construction for pavement

We note from your submitted P.S. & E. on the above project that a 3" future asphalt concrete weaving surface is planned. This future surface is between stations 104+50 and 146+12.

To date we have not received any information indicating if you plan "stage construction" in this area. According to our IM 21-1-62, agreement must be reached and project records documented prior to initial pavement construction as to the ultimate pavement structure design and the economy or appropriateness of the planned stages of construction. Documentation should include information showing if the sequence of projects provides for full thickness of the subbase and base course prior to the placement of the initial thickness of the surface courses. We must also have an indication as to the acceptability of the interim shoulder construction. Stage shoulder construction must also be documented in a similar manner.

NOTED
LLOYD P. SHAW

RECEIVED
FEB 14 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copies To:
Morgan
Young 3-17-64

RECEIVED
JAN 30 1964
FOR FILING

MEMO TO FILES
January 28, 1964

SUBJECT: North Unit, Minnesota Freeway Section
Pacific Highway No. 1 (I-5)
City of Portland

I talked with Mr. Fred Fowler, Highway Engineering Coordinator for the City of Portland, this date regarding a State-City agreement on the subject project.

The City's feeling is that there being no dedicated streets in this immediate vicinity (all streets considered to be parks department streets), there would be no need of an agreement. The relocation construction by State of those connecting roads in the area was discussed and the fact that the City was to maintain them upon completion. He (Fowler) maintained that as far as he was concerned, the City's approval of the construction plans would be sufficient for final action on their part. He further mentioned that he would obtain the signature of Commissioner Bean in regard to parks department streets as well as the usual city official signatures.

At the present time an agreement is being prepared for Multnomah County signatures regarding road closures of North Sherwood Road and North Patton Road near the south end of the project.

Don Harwell
Don Harwell, Office Engineer
County and City Division

DNH:mm

cc: R. L. Porter ✓
Lloyd Shaw
F. D. Morgan
Fred Klaboe

NOTED
R. L. PORTER

S-515(1) Gooseneck Cr. Br. on Harmony 1964
Co. Rd., North of Buell
#6394

C 4 A 2687

(no 907, Polk

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

GHWAY DEPARTMENT INVOICE

NO. 84878

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/14/65	00-912		597-1067-297

Contract 6394
S-515(4)

Polk County
Court House
Dallas, Oregon

RECEIVED
JUN 15 1965
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing Gooseneck Creek Bridge, FAS 907 covered by agreement dated February 28, 1964			
Original advance deposits		6,100.00	
Less amount previously transferred		4,100.00	
Balance advance deposits			2,000.00
County share construction costs		5,364.11	
Less amount previously transferred		4,100.00	
Balance due			1,264.11
To be refunded			735.89

NOTED
R. H. FRANCE

ACKNOWLEDGMENT OF REQUEST

Cash Received with Request: $ ____________

By ____________

RECEIVED
AUG 28 1964
FOR FILING

August 28, 1964

Birmingham Fire Ins. Co. of Pa.
Regional Office
550 Kearny Street
San Francisco 8, California

Gentlemen:

On August 12, 1964, we wrote to you concerning release of final payment on Contract No. 6394, awarded to E. F. Philpott, for bridge construction on Gooseneck Creek Bridge of Harmony Road (FAS 907) in Polk County.

Final payment on this contract is $2,805.50 and the total contract amount is $26,923.00.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc E. F. Philpott
7140 S. W. Clinton Street
Tigard, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
AUG 25 1964
FOR F NG

[illegible]

1394

Office of
County Court of Polk County
Dallas, Oregon
PHONE 623-2206

C. M. Barnhart
Polk County Judge
Allen A. Dunn
Polk County Commissioner
C. L. Burbank
Polk County Commissioner

EFERRED TO
Admin.
SECRETARY

August 20, 1964

Stephenson

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Joint inspection of Gooseneck Creek Bridge Contract #6394 was made by Resident Bridge Engineer Don Beecroft and Polk County Engineer.

The structure was judged to be satisfactory in every detail and Polk County here acknowledges acceptance.

Very truly,

C L Burbank
C. L. Burbank, Commissioner

J. D. Walker, Co. Engineer

JDW/ec
cc: Don Beecroft

Porter

NOTED
P. M. STEPHENSON

Copy to Merchant
8-25

RECEIVED
AUG 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 1 1964

FOR FILING

August 10, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 31 on Contract No. 6394. The contract was with E. F. Philpott and was for work on the Gooseneck Creek Bridge on Harmony Road, FAS 907, in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 10 and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. H-70	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 11 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Polk
		PROJECT NO. S-515(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Gooseneck Cr., 0.5 mi. N. Buell

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-19-64	0.023
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 29,865.00	$ 18,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX, A. V. Parsons
(Division Engineer)

By: L.R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-515(1)

GOOSENECK CREEK BRIDGE ON HARMONY ROAD

(FAS 907) IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 26, 1964

Type Code X021
Gooseneck Creek Bridge (Br. #10031-A)(Sta. 18+45 to Sta. 19+65)(Contract 6394)

Shoring, Cribbing, Etc.	All Required		$ 2,750.00
Structural Excavation	150 cu.yds.	$10.00	1,500.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete (220 cu.yds.)	All Required		15,500.00
Metal Reinforcement (61,400 lbs.)	All Required		7,000.00
8-inch Metal Drain Pipe	40 lin.ft.	5.00	200.00
	Subtotal		$27,150.00
	10% Engr. & Cont.		2,715.00
	Total		$29,865.00

Length of Structure - - - - - 0.023 Mile

Federal Funds -	$18,800.00
State Funds -	5,532.50
County Funds -	5,532.50
	$29,865.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
APR 13 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 9, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Gooseneck Creek Bridge
Contract No. 6394
Federal Aid Project No.
S-515(1)

E. F. Philpott started work on the above project on April 6, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAQ:jm

cc: D.B. Parkes
✓ Floyd Query
C.H. Maison
L.M. Young

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

FAS 907
Polk Co

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-26-64	CC 259		527-1067-297

NOTED
R. M. ALLISON

INVOICE NUMBER
81255

- Polk County
- Courthouse
- Dallas, Oregon

~~Att: Polk County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

F. E.

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			6,100.00
Partial transfer of advance deposit for Gooseneck Creek Bridge, FAS 907, covered by agreement dated February 2[illegible], 1964.			4,100.00
To be retained			2,100.00

RECEIVED
MAR 27 1964
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Rec'd Billing Request: $
By

A 150 (REVISED 7-60)

March 11, 1964

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
H. S. COX

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

On March 10, a satisfactory bid was received from E. F. Philpott of Tigard for construction of the Gooseneck Creek Bridge on FAS 907 in Polk County. As per the agreement between State and County, the following advance deposit is required of County prior to awarding of a contract:

Bid Items	$27,150.00
Engineering & Contingencies, 12-1/2%	3,393.75
ESTIMATED TOTAL COST...........	$30,543.75

Advance Deposit:
20% of $30,543.75 = $6,108.75 or say $ 6,100.00

Please make this advance deposit in the amount of $6,100 by check or warrant payable to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Office Engineer

RHP:mm

3/13/64
copy to O. D. Walker

Fas 907
Polk Co

Form A-139-

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section Gooseneck Creek Bridge
Highway Harmony Road, FAS 907
County Polk
Kind of Work Structure
Contractor E.F. Philpott, 6705 S.W. Varns St., Tigard Oregon
Specified Work Days 80 workdays

Contract No. 6394
F. A. Project No. S-515(1)
Job Prefix 527-1067
Date of Award March 17, 1964
Division Engineer Ray Asburry
Resident Engineer Don Beecroft

CONSTRUCTION AUTHORIZATION

NOTED
DON HARWELL

NOTED
R. M. ALLISON

F. B. [illegible]

RECEIVED
MAR 20 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Contract amount		$ 27,150.00
Additional anticipated items:	$	
NONE		
Subtotal		$ 27,150.00
Contingencies (4½%)		1,221.75
Construction Engineering (8%)		2,172.00
Subtotal		$ 30,543.75
Credit for maintenance rock		
Total original construction authorization		$

Authorization increases, approved by Commission:	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

(Continued on reverse side)

State Printing

RECEIVED
MAY 19 1964

FOR FILING

March 17, 1964

AGENDA
APR 23 1964
3b

Mr. E. F. Philpott
6705 S. W. Varns Street
Tigard, Oregon

Dear Mr. Philpott:

The State Highway Commission on March 12 accepted your proposal for the construction of Gooseneck Creek Bridge on Harmony County Road in Polk County for the sum of $27,150.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6394.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc

Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

E. R.

RECEIVED
MAR 3 - 1964

FOR FILING

ISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
March 2, 1964

FAS-C Construction Agreement
Gooseneck Creek Bridge
FAS 907, S-515(1)
Polk County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Construction Agreement with Polk County covering the Gooseneck Creek Bridge on FAS 907, S-515(1) in Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

Secretary

rn
Attach: 1

NOTED
DON HARWELL

NOTED
H. S. COX

Salem, Oregon
February 11, 1964

NOTED
P. B. Arensmeier

Gooseneck Bridge
FAS 907, Polk County

NOTED
R. M. ALLISON

Mr. Ivan Merchant
Bridge Engineer
OFFICE

NOTED
R. H. PRANGE

J. D. Walker, Acting Polk County Engineer, was consulted regarding the removal of the existing bridge and the bank sloping both on the creek channel and at the new bridge site. He stated that the county would handle this work with their own forces and equipment and would have the bridge removed by April 1.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:mm

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

MEMO TO J. W. NASH Date: Feb. 10, 1964

FAS 907, Polk COUNTY Gooseneck Creek Bridge

NOTED
DON HARWELL

TERMINI: Bridge over Gooseneck Creek on Harmony Road 0.4 mile north of Buell.

PROPOSED WORK: Construct a reinforced concrete deck girder bridge 26' wide and 120' long on concrete piers over Gooseneck Creek.

NOTED
R. H. [illegible]

PROJECT LENGTH: 0.023 mi. (120 ft)

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	35,000	21,000	7,000	7,000	(County)

EXISTING FACILITIES: Pile trestle structure 68' long and 19' wide. Superstructure and pile bents are badly decayed. The county had previously placed temporary supports to supplement the existing piling however these were badly damaged by recent high water.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 18' Bituminous surface, 6' shoulders, good condition

SOUTH/~~WEST~~ END: 18' Bituminous surface, 6' shoulders, good condition.

PROJECT DATA: Construct a Concrete Structure 120' long and 26' wide to replace an obsolete, narrow, bridge in a badly deteriated condition. The new structure will be construct on approximately the same grade and alignment. County will removed existing bridge and construct the approaches with 20' Bit. Surf and 4 ft. sholders

RIGHT OF WAY: Min. 50' Max. 70'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No Exceptions

SYSTEM ACTION: Approved 6-13-63
PUBLIC HEARING: None Required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: School bus, mail, farm to market, commercial rock haul; Traverses rich farming area; serves community of Buell in Polk County and City of Sheridan in Yamhill County; Connects other Federal Aid Primary and Secondary in the two counties

NOTED
V. R. JONES

NOTED
H. S. COX

September 5, 1963

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

Polk County Court
Courthouse
Dallas, Oregon

Options
Gooseneck Creek Bridge Section
FAS 907, Polk County

NOTED
R. H. PRANGE

Gentlemen:

Enclosed are three copies of original option forms covering right-of-way for the improved alignment in the vicinity of the above bridge section. It is our understanding that county forces will construct the road on the improved alignment and the bridge division has been instructed to design the bridge using this improved alignment. Three copies of Map No. 10 C-43-3 covering this area are also enclosed.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

FORM E-30 80M 5-63 48607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1963

SUBJECT: OPTIONS
Gooseneck Creek Bridge Sec.
Harmony County Road

To: Mr. H. S. Cox
County & City Engineer
Highway Building

RECEIVED
SEP 5 1963
ENGINEER
COUNTY & CITY DIVISION

Attached you will find 3 original option forms in quadruplet covering right of way to be acquired in connection with Gooseneck Creek Bridge Section of Harmony County Road in Polk County.

File 36107-C has been set up for a temporary easement for a drainage ditch. Should the County want a permanent easement, the wording on the option form should be changed.

We are attaching 4 prints of map No. 10C-43-3 covering this area and bearing our date of August 30, 1963.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

File No.	Name	Area
36107-A	R. S. Burch, et ux	0.02 Acre
36107-B	Carl E. Wise, et ux	0.18 "
36107-C	G. D. Stewart, et ux	650 sq. ft.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC:jm
encs. 3 Options-4 Prints

cc: R. D. Asburry
E. J. Benner

RECEIVED
JUL 23 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

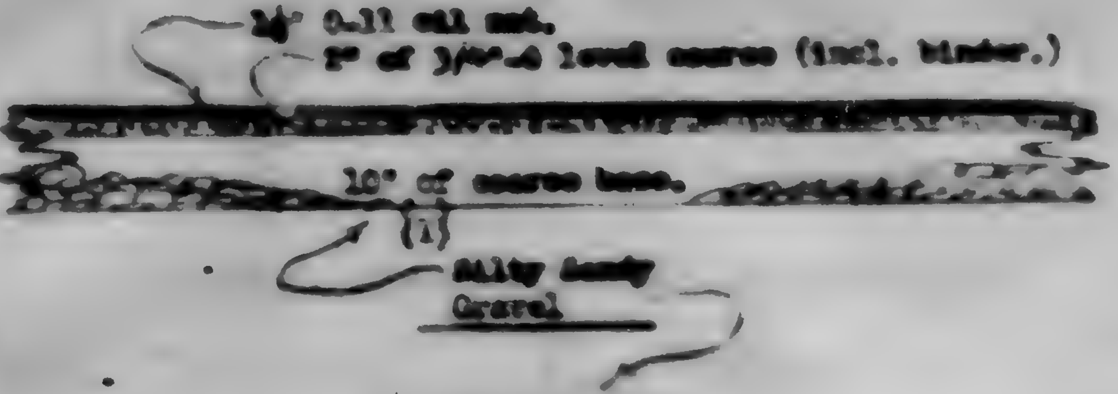
PROPOSED PROPOSED

Section GOOSENECK CREEK BRIDGE Highway F.A.S. 907 County POLK

Res. Engr. L.L. MacIntyre Approx. Length of Project 0.2 Miles. Sta. ______ to Sta. ______

Profile	X7-14
Date	7-9-63

TYPICAL SECTIONS Traffic Classif. - MEDIUM



(A)
Typical Soil

46	LL
16	PI
30	% P200
33	% Gravel
40	% Coarse Sand
12	% Fine Sand
13	% Silt
7	% Clay
30	"R" Value

AASHO CLASSIF. - A-2-7 (1)

Surfacing Thickness Design furnished to assure ample subgrade width. State participation is to prepare plans, specifications, estimates, and to let the structure contract. Polk County will construct approaches.

Required Base Crushed	Required Base Not Crushed	Surfacing	Design	
			2½	O-11
			2	Level
			10	Base
13			13½	

7-9-63

PROPOSED MATERIAL SOURCES

Location	Lab. No.	Ac.	Type of Deposit	Rec.	No. 4	No.	Abrasion Loss %	Sodium Sulphate Loss %			To be used for
Suitable material source to be determined by Polk County.											

B.P.R.
State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Engineer
Engineer

Submitted by

Recommended by

Recommended by

Approved

GOOSENECK CREEK BRIDGE [illegible]
F.A.S 907
POLK COUNTY
[illegible] X [illegible]

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM Present ADT 400 1980 ADT 680 % Heavy Vehicles ____
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ____ Annual PRECIPITATION ~~Rainfall~~ 52"

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County preference is for an oil mat

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an oil mat wearing surface has been selected.

NOTED
Harold C. Ayers

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
May 29, 1963

To: Mr. L. L. MacIntyre
Resident Engineer
Department

SUBJECT: Proposed County FAS Project
FAS 907
Polk County

NOTED
DON HARWELL

RECEIVED
MAY 31 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Attached please find tabulation with map attachments describing a proposed Polk County FAS Project.

Will you please prepare "Authority for Survey" together with "Location Prospectus" covering this project and plan on doing the field work when your work load will permit.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. Ivan Merchant
Mr. H. S. Cox

POLK COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 907, Harmony Road, Gooseneck Creek Bridge, $35,000. The proposed project is for the replacement of an existing pile trestle bridge on the same site and alignment. The road may be closed during construction. The new bridge will be 26' in width.

63-d
5/23/63

BRIDGE PROJECT REQUESTED BY Polk COUNTY Date 5-10-63

Is this to be a County project? Yes No

Is this to be an FAS-C project? [✓ Yes] No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Harmony Road
   FAS Number 907
2. Name of river or stream Gooseneck Creek
3. Name of bridge None
4. Location (Please attach map with location marked):
   Section 28 Township 6 S Range 6 W W.M.
5. Desired width of bridge 24' between curbs. 26
6. Are sidewalks desired? Yes [✓ No]
7. Width of sidewalks
8. Is sidewalk desired on upstream side of bridge? Yes No
9. Is sidewalk desired on downstream side of bridge? Yes No
10. Does County wish a particular type of bridge design? Yes [✓ No]
    If "Yes," explain type desired:
11. Will County furnish any materials for bridge? Yes [✓ No]
    Explain:

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? Yes [✓ No]

13. Will County run survey and furnish vicinity map? Yes [✓ No]
14. Will County furnish foundation data? Yes [✓ No]

NOTED
V. R. JONES

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes [✓ No]

16. Can road be closed during construction? [✓ Yes] ___No

17. Will detour be required? ___Yes [✓ No]

18. Will detour be constructed and maintained by County? ___Yes [✓ No]

19. Will detour be constructed and maintained by contractor? ___Yes [✓ No]

20. Will County construct approaches or connections? [✓ Yes] ___No

21. Will contractor construct approaches or connections under contract? ___Yes [✓ No]

22. State width of traveled roadway: 20 Width of shoulders: ✓

23. Will additional right-of-way be required? ___Yes [✓ No]
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution ____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes [✓ No]

27. Will old bridge be removed by contractor? [✓ Yes] ___No

28. Will old bridge be removed by County? ___Yes [✓ No]

29. Does County wish old bridge salvaged for future use? ___Yes [✓ No]

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

[✓ Yes] ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes [✓ No]

33. Does County wish complete job of illumination in project? ___Yes [✓ No]

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___ Yes X No Size __________

(b) Sanitary sewer mains: ___ Yes X No Size __________

(c) Storm sewer: ___ Yes X No Size __________

(d) Gas mains: ___ Yes X No Size __________

(e) Power lines: ___ Yes X No

(f) Telephone lines: ___ Yes X No

(g) Other utilities? __________

35. What is desired date for letting? Earliest possible letting

Remarks __________

By M Barnhart

By Allen A Bunn Commissioner

C L Burbank Commissioner

S-145(10) Cash Cr. & Shotgun Cr. 1964
Bridges, Mohawk Co. Rd.,
#6395 N.E. of Springfield

[illegible] 2L85

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

IGHWAY DEPARTMENT INVOICE

NO. 84857

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible] [illegible]

RECEIVED
JUN 11 1965
ENGINEER
COUNTY & CITY DIVISION

Lane County
Court House
Eugene, Oregon
Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: [illegible] Creek and [illegible] Creek Bridges, [illegible]. Covered by agreement dated February [illegible], 19[illegible].			
County advance deposit		[illegible].00	
Less amount previously transferred		,[illegible].00	
Balance transferred			3,[illegible].00
County share construction cost		,[illegible].[illegible]3	
Less amount previously transferred		,[illegible].00	
Balance due			1,[illegible].93
To be refunded			1,[illegible].07

ACKNOWLEDGMENT OF [illegible] REQUEST

Cash Received with Request: $

By

S-145(10)
Contract 6395

RECEIVED
SEP 28 1964
FOR FILING

September 25, 1964

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington

Gentlemen:

On August 6, 1964, we wrote to you concerning release of final payment on Contract No. 6395, awarded to T & M Construction Company, for construction on Cash Creek Bridge and Shotgun Creek Bridge in Lane County.

Final payment on this contract is $1,936.28 and the total contract amount is $40,842.46, including $73.96 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc T & M Construction Co.
838 Plymouth Drive N.E.
Salem, Oregon

Cushing Insurance Agency
P. O. Box 7215
Salem, Oregon

C.H. Maison
Attn: John Herr

A

RECEIVED
AUG - 5 1964

FOR FILING

214-001)

6395

August 4, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 30 on Contract No. 6395. The contract was with T and H Construction Company and was for work on Cash and Shotgun Creek Bridges on the Mohawk Road, FAS 228 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 4, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
APR 23 1964
FOR FILING

9

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6395

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 21, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Cash Creek and Shotgun Creek Bridges
Contract No. 6395
Federal Aid Project No. S-145(10)

Contractor started work on the above project on April 13, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: Mr. D.B. Parkes
Mr. C.H. Maison
Mr. L.H. Young
~~Mr.~~ Floyd Query

NOTED
FLOYD QUERY

State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 145 (4) 66	FORM R-2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Lane
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-15-64	PROJECT NO. S-145(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.5 mi. & 3 mi. N. Marcola

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-19-64	0.033
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 45,172.00	$ 28,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Stam
Asst State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ A. W. Parsons
By (Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer April 13, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-145(10)

CASH CREEK AND SHOTGUN CREEK BRIDGES ON MOHAWK ROAD (FAS 228) IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 26, 1964

Type Code X080
Cash Cr. Bridge (Br. #14636A)(Sta. 656+98 to Sta. 657+42)(Contract 6395)

Furnish Treated Timber Piling	300 lin.ft.	$ 1.55	$ 465.00
Furnish 14-inch Prestressed Piling	150 lin.ft.	3.90	585.00
Drive Timber Piles	12 only	60.00	720.00
Drive Prestressed Piles	5 only	100.00	500.00
Class "A" Concrete (12 cu.yds.)	All Required		1,345.00
3'x20' to 25' Prestressed Slabs	22 only	320.00	7,040.00
Metal Reinforcement (1,700 lbs.)	All Required		325.00
Treated Timber in Place	2.5 M-FBM	550.00	1,375.00
			$12,355.00

Type Code X081
Shotgun Creek Bridge (Br. #14637-A)(Sta. 687+44 to Sta. 688+74)(Contract 6395)

Furnish Treated Timber Piling	590 lin.ft.	$ 1.55	$ 914.50
Furnish 14-inch Prestressed Piling	540 lin.ft.	3.90	2,106.00
Drive Timber Piles	14 only	60.00	840.00
Drive Prestressed Piles	12 only	100.00	1,200.00
Class "A" Concrete (172 cu.yds.)	All Required		12,168.00
25' to 30' Type II Prestressed Beams	1 only	500.00	500.00
30' to 35' Type II Prestressed Beams	3 only	500.00	1,500.00
45' to 50' Type II Prestressed Beams	3 only	725.00	2,175.00
50' to 55' Type II Prestressed Beams	5 only	725.00	3,625.00
Metal Reinforcement (37,000 lbs.)	All Required		3,502.00
8-inch Metal Drain Pipe	40 lin.ft.	4.50	180.00
			$28,710.50
	Subtotal		$41,065.50
	10% Engr. & Cont.		4,106.50
	Total		$45,172.00

Length of 2 Structures - - - - 0.033 Mile

Federal Funds -	$28,400.00
State Funds -	8,386.00
County Funds -	8,386.00
	$45,172.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Fas 228

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-[illegible]-64	CC [illegible]		[illegible]0-1[illegible]7-2[illegible]7

INVOICE NUMBER 81256

NOTED
R. M. ALLISON

Lane County
Courthouse
Eugene, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Att: Board of County Commissioners

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			9,200.00
Partial transfer of advance deposit for Cash Creek and Shotgun Creek Bridges, FAS 22[illegible], covered by agreement dated February 24, 19[illegible].			6,200.00
To be retained			3,000.00

RECEIVED
MAR 27 1964
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ____________

By ____________

A 150 (REVISED 7-60)

4-10228 Ro

Form A-130

EGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

3-20-64

Section Cash Creek and Shotgun Creek Bridges
Highway Mohawk Road, FAS 228
County Lane
Kind of Work Two Structures Bridge Nos. 14636A & 14637A
Contractor T & M Construction Co., 838 Plymouth Drive N.E. Salem, Oregon
Specified Work Days 80 workdays

Contract No. 6395
F. A. Project No. S-145(10)
Job Prefix 520-1007
Date of Award March 18, 1964
Division Engineer L.R. Chandler
Resident Engineer Ellis Jones

CONSTRUCTION AUTHORIZATION

NOTED
DON HARWELL

NOTED
R. M. ALLISON

RECEIVED
MAR 20 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. [illegible]

Contract amount	$ 41,065.50
Additional anticipated items:	$
NONE	
Subtotal	$ 41,065.50
Contingencies (4½%)	1,642.62
Construction Engineering (8%)	3,490.57
Subtotal	$ 46,198.69
Credit for maintenance rock	
Total original construction authorization	$ 46,198.69
Authorization increases, approved by Commission:	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

RECEIVED
MAY 19 1964

FOR FILING

March 16, 1964

T & M Construction Company
836 Plymouth Drive Northeast
Salem, Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, accepted your proposal for the construction of Cash Creek and Shotgun Creek Bridges on Mohawk County Road in Lane County for the sum of $41,065.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6095.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pac. Bldr. & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fas 228
Lane Co

NO
H. S. COX

NOTED
P. E. [illegible]

Salem, Oregon
March 17, 1964

Cash Creek & Shotgun Creek Bridges
FAS 228, Project S-145(10)
Lane County

Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
P. E. [illegible]

We are informed that the Accounting Division has received a check from Lane County in the amount of $9,200. This is the required advance deposit for the subject project and the project is now clear for award.

D. N. Harwell
D. N. Harwell, Office Engineer
County and City Division

DNH:mm

cc: John Herr, Accounting Div.

NOTED
H. S. COX

NOTED
P. B. Arensmaker

March 11, 1964

Lane County Board of County Commissioners
Courthouse
Eugene, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

On March 10, a satisfactory bid was received from T.&M. Construction Company of Salem for constructing Cash Creek and Shotgun Creek Bridges on FAS 228 in Lane County. As per the agreement between State and County, the following advance deposit is required from County prior to awarding of a contract:

Bid Items	$41,065.50
Engineering & Contingencies, 12-1/2%	5,133.19
ESTIMATED TOTAL COST..........	$46,198.69

County Advance Deposit:
20% of $46,198.69 = $9,239.74 or say $9,200.00

Please make this deposit of $9,200 by check or warrant payable to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

D.N. Harwell

D. N. Harwell
Office Engineer

RHP:mm

cc: G. K. Attig

RECEIVED
FEB 27 1964

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
February 26, 1964

FAS-C Construction Agreement
Cash Creek & Shotgun Creek Bridges
FAS 228, Lane County

Mr. H.S. Cox
County & City Engineer
BUILDING

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Construction Agreement with Lane County covering the Cash Creek & Shotgun Creek Bridges on FAS 228 in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lane County.

Secretary

rn
Attach" 1

NOTED
H. S. COX

Salem, Oregon
February 11, 1964

Cash Creek & Shotgun Creek Bridges
FAS 228, Lane County

Mr. Ivan Merchant
Bridge Engineer
OFFICE

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Lane County will start construction of the detours at once and will also remove the old bridges and construct the approach fills prior to the time the contractor begins his work.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:mm

NOTED
V. R. JONES

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

January 22, 1964

Mr. Forrest Cooper
State Highway Engineer
P. O. Box 30
Salem, Oregon

Attention: Mr. Ivan Merchant
Bridge Engineer

Re: Cash Creek Bridge, Shotgun Creek Bridge, Marcola-Drury Creek Section, Mohawk Road - FAS 228, Lane County, Bridge #14636A, 14637A

Dear Mr. Cooper:

We have reviewed the plans of the above titled bridge projects submitted to us by letter dated January 14, 1964, and we are pleased to inform you that no fishery problems are anticipated.

Sincerely,

William D. Clothier
WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc: R. Koski,
Oregon Game Commission

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 27 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6

4

[illegible]
D. MERCHANT

1-14-64 NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
JAN 17 1964
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-145(10)

Highway No. FAS 228

Project Name Cash Creek & Shotgun Creek Bridges

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Eugene, Oregon, this 14th day of January, 1964.

Lane County by its
Board of County Commissioners

Kenneth Nielsen
Chairman

Jess Hill
Commissioner

Frank A. Elliott
Commissioner

STATE OF OREGON,)
) ss.
County of Lane)

*Certify either paragraph 2 or 3.

BE IT REMEMBERED, That on this 14th day of January, 1964, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Kenneth Nielsen, Jess Hill and Frank A. Elliott, known to me to be the identical individuals described in and who executed the within instrument freely and voluntarily.

NOTED
V. R. JONES

James H. Jeffery Jr.

My Commission expires July 29, 1964.

MEMO TO J. W. NASH   Date: 1/8/64

FAS 228, LANE COUNTY CASH CREEK & SHOTGUN CREEK BRIDGES

TERMINI: Cash Creek Bridge 2.5 miles north of Marcola.
Shotgun Creek Bridge, 3.1 miles north of Marcola.

PROPOSED WORK: Construct two R.C.D.G. Bridges.

NOTED
DON HARWELL

PROJECT LENGTH: 0.033 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$65,000	$39,000	$13,000	$13,000	(County)

EXISTING FACILITIES: Cash Creek Bridge, pile trestle bridge 23' wide, 58' long.
Shotgun Creek Bridge 23' wide, 113' long.

ADJACENT SECTIONS:

NORTH/~~[illegible]~~ END: 22' bituminous surface, 4' shoulders (see S-145(9)).

SOUTH/~~[illegible]~~ END: 22' bituminous surface, 4' shoulders (see S-145(9)).

PROJECT DATA: Replace two obsolete, narrow, and understrength timber bridges with reinforced concrete structures; Cash Creek Bridge to be 30' wide and 44' long; Shotgun Creek will be 30' wide and 130' long. No substandard alignment in adjacent section. Road was reconstructed under FAS Project S-145(9).

RIGHT OF WAY: 60' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: None.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-145(9).

VRJ:mm

115228
Lane Co

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

H. O. WALBERG

GERALD K. ATTIG

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALLISON

October 3, 1963

Subject: Cash Creek and
Shotgun Creek Structures
Marcola Road, County Road #102

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Vern Jones
County City Relations Engineer

Gentlemen:

I am enclosing some copies of field notes as requested by Walt Hart of the Bridge Department, showing some needed topog in the Shotgun Creek area.

This letter will also serve as authorization to design a slab span structure at Cash Creek as opposed to the original request for a double 8' x 10' concrete box culvert.

In view of the difficulties involved, it would be to the interest of Lane County for the contracts to be let as complete projects with the contractor constructing all embankments, rock surfacing, paving, and connections. The decks of the structures should be left low to allow the placing of two inches of A.C. on both structures. This paving should also be covered in the contracts.

If the contract calls for embankment detours, the contractor may, if he so desires, pick up metal culverts at the Lane County shops at 1820 Roosevelt Boulevard, place them in the stream bed, and at the completion of the project, return them to the County shops.

Very truly yours,

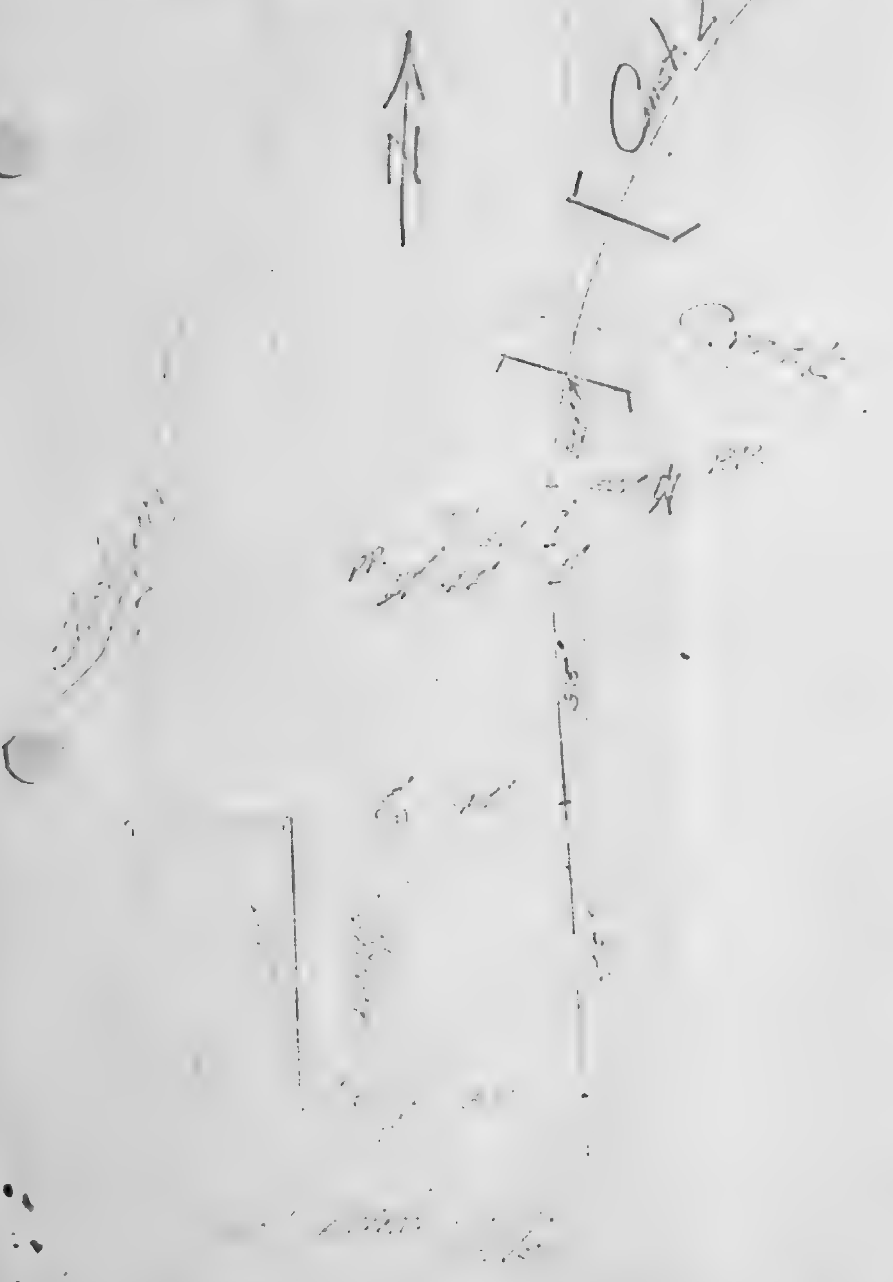
Luther Freeman
Luther Freeman
Supervisory Engineer

cc Ivan Merchant, Bridge Engineer
State Highway Building
Salem, Oregon

LF/ss

Lane Co. Dept. of P.b. Wks

[illegible] Creek


N
Const. E. [illegible]
Creek

Lane Co. Dept. of P.b. Wks

[illegible] Creek

RECEIVED
OCT 7 1963
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section CASE CREEK & [illegible] CREEK Highway F.A.S. [illegible] County LANE Profile

Res. Engr. Length of Project Miles Sta. to Sta. Date 7-24-63

TYPICAL SECTIONS Traffic Classif. - [illegible] HEAVY ([illegible] AREA)

NOTED
H. S. COX

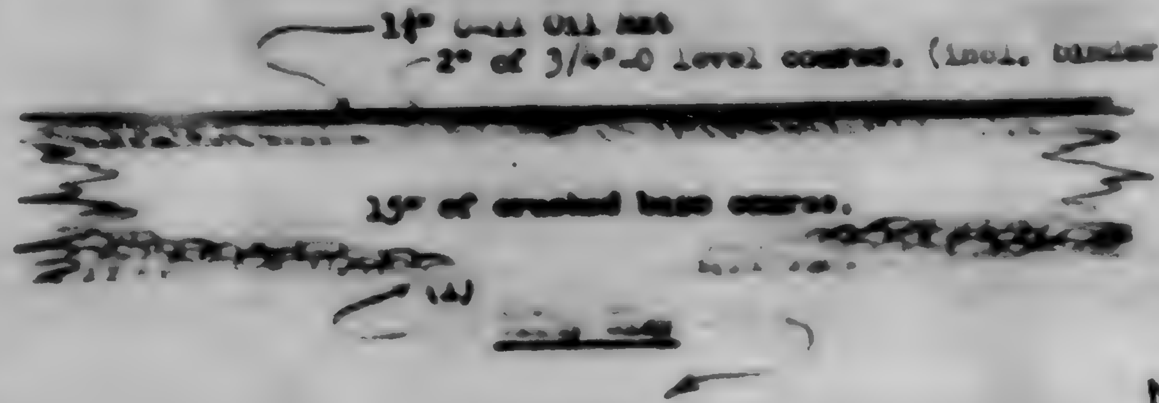
NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
W. R. JONES

(2)
Typical Soil
[illegible] LL
21 PI
77 % P200
0 % Gravel
[illegible] % Coarse Sand
19 % Fine Sand
[illegible] % Silt
[illegible] % Clay
9 "R" Value
(Corrected)
AASHO Classif. - A-7-6 (14)

7-24-63



1½" [illegible] Oil Mat
2" of 3/4"-0 level course. (incl. binder.)
15" of crushed base course.
(4)

Required Base & Surf.		Designed Base & Surf.		
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
			1½	O.[illegible]
			2	Level
			15	Cr Base
18½			18½	

Note:
The above surfacing thickness design is identical to the [illegible] Creek Section Contract [illegible] completed in 1962, and both structures fall with the limits of the above mentioned contract.

PROPOSED MATERIAL [illegible]

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used For
Suitable material source to be determined by the Engineer.											

B.P.R.
Asst. State Highway Engineer
Construction Engr.
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
[illegible] Engineer
Chief [illegible]

Submitted by

Recommended by
[illegible] Engineer

Recommended by

Approved by

Engineer of Materials

[illegible] State Highway Engineer

PAVEMENT TYPE SELECTION

CASE CREEK & SHOTGUN CREEK
F.A.S. [illegible]
LANE COUNTY

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM-HEAVY Present ADT 96 1982 ADT 900 % Heavy Vehicles 18
(NOTE: Increase classification one step for heavy logging use) (LOGGING AREA)

2. Soils Characteristics See design chart attached

3. Weather: Frost Penetration ______ Annual Precipitation 60"±

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: when constructed to present C&D surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil Mats

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Lane County prefers an O-1 oil mat

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4, 6, and 12, an O-1 Oil Mat was selected.

6-28-63

LANE COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 228, Mohawk River Road: Cash Creek and Shotgun Creek Bridges, $60,000.

It is proposed to replace the timber bridge over Shotgun Creek with a reinforced concrete structure 30' wide. The county has requested that the Cash Creek bridge be replaced with a double 8'X10' concrete box culvert. The county has provided the vicinity maps for these sites.

63-e
6/28/63

Comm approved 7-18-63

HM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 13, 1963

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Attention: Mr. Kenneth Nielsen

Dear Sir:

In answer to your query regarding a connection at grade for the Belt Line Road, FAS 860, and the old Pacific Highway, I have referred the matter to Lloyd Shaw, Assistant State Highway Engineer. I believe that he will probably write you a letter on this subject in the near future.

Concerning the Hayden Bridge, the local Bureau of Public Roads office was consulted and they found no objection to moving the old bridge upstream and using it in the four-lane arrangement which you suggested. Mr. Ivan Merchant, the State Highway Bridge Engineer, suggests that the present bridge be moved upstream and used temporarily and a bridge with a clear width of 30', having a sidewalk on its downstream side, be constructed. The upstream edge of this bridge would be on the centerline of the future four-lane road. When traffic justifies, the old bridge could be removed and the 30' bridge could then be widened on the upstream side to a four-lane structure.

File
40228

!

If there is any further assistance we can give you in these matters, please feel free to request it.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
cc: Mr. Lloyd Shaw

FORM E-20X—20M—5-58 49900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1963

SUBJECT: Hayden Bridge, No. 1229
Cash Creek Bridge, No. 14636
Shotgun Creek Bridge, No. 14637
Drury Creek Bridge, No. 14638
Knowles Creek Bridge at Mapleton,
Bridge No. 14381

To:
Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

In reference to the attached letter from County/City Relations, I made an inspection of these bridges with Mr. Walberg and Mr. Norberg last Friday, January 4, and took photos which are attached.

1. Hayden Bridge, No. 1229. Hayden Bridge is a structure which they wish to replace with a wider bridge. The existing structure was designed by this Department, and was built in 1926. Due to the characteristics of the channel, the new bridge will have to have approximately the same span because of the drop off into solid rock as shown on attached drawing No. 3354. It will be necessary to move the present bridge sidewise in order to carry the traffic during construction as there is no detour around this site that will accommodate the amount of traffic. This bridge is also limited by a railroad bridge which is approximately 70 feet horizontally between trusses from the existing bridge. Photo No. 4 shows the alignment looking westerly from the west end of the bridge which shows that the center line of the new structure will be tangent to the curve and veer off toward the railroad so that the new structure will come in between the existing bridge and the railroad bridge. Photot No. 5 shows the intersection of roads at the easterly end of the bridge, and the new center line will fall to the north necessitating widening of the cut shown in the foreground of Photo No. 5. These photos were taken to get the preliminary ideas involved and will require detailed survey and study of the grade lines, intersections, high water, etc.

From this bridge we proceeded on up the Mohawk River to two other structures.

2. Cash Creek Bridge. This bridge is also on the Federal-aid Secondary route No. 228, 13½ miles east from the Hayden Bridge, and is our Bridge No. 14636. This bridge can be replaced with two 23-foot prestressed slab spans preferably on concrete piling. The photos of the existing structure indicate the grade line and channel above this structure. Cash Creek is being carried under the railroad with a double 10 x 7 culvert, but due to the necessity of carrying logging traffic during the construction, it appears to us the use of slab spans designed so that the traffic could be carried on one-half of the bridge at a time during construction would be the most expeditious way of handling traffic.

3. Shotgun Creek Bridge, Bridge No. 14637. This bridge over Shotgun Creek is .7 mile from Cash Creek further east. The present structure consists of 6-19' timber trestle piling bent spans, and could also be replaced with precast slab spans. It was discussed with the County officials that a channel change on the westerly side would be advantageous in spotting the new bridge across the channel and also in protecting the easterly bank as the material from the channel which would be bulldozed against the opposite bank to stop the erosion that is now taking place. Here again, this examination is very preliminary, and vicinity maps will be forthcoming.

4. Drury Creek Bridge, Bridge No. 14638. This is the last structure on this proposed location and is two miles easterly from Shotgun Creek and is practically alongside the railroad which is the Wendling Branch of the Southern Pacific. They have a 10 x 10 concrete box and due to the nearness of the proposed center line it appears that a 10 x 10 box under the highway will practically join up with the downstream outlet of the railroad culvert.

5. Knowles Creek Bridge at Mapleton, Bridge No. 15381. Aside from these four structures they are contemplating replacement of a bridge over Knowles Creek which is Bridge No. 5. The existing structure is a 38' log span with 1-19' span on the westerly end and 2-19' on the easterly end, and 1-8' pile trestle span on the easterly end, making a total length of 103'. This bridge can be replaced with a standard three-span continuous 30'-40'-30' reinforced concrete spans.

After going over these five structures they wanted a "shotgun" estimate of approximate cost so as to in their budget segregate the amount required for structures as against the amount they would have to set up for the total project including the grading. For this purpose I gave them the following approximate estimates: , which amount to $305,000, divided as follows:

1.	Hayden Bridge -30' rdw.	$210,000
2.	Cash Creek Br.- " "	15,000
3.	Shotgun Creek Br." "	35,000
4.	Drury Creek Br. " "	10,000
5.	Knowles Creek Br." "	35,000
	Total	$305,000

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm

Attached

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

H. O. STROMBOM
ASSISTANT

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANCE

NOTED
JOHN D. GRAHAM

December 19, 1962

Mr. H. S. Cox
County and City Relations Engineer
Salem, Oregon.

Re: Bridges
Marcola - Drury FAS 228

Dear Mr. Cox:

There are two wooden bridges on the four mile section of the Marcola-Drury Road, just completed under a FAS project.

We are desirous of replacing these wooden structures with permanent structures. In order to have designs in readiness for a future call for bids for construction of the bridges, we thought we would put in our request early, so that it does not become a rush job.

The Board of Commissioners also indicated a desire to plan for another bridge across the McKenzie River at the site of Hayden bridge, also on FAS 228. The present structure is steel, but is narrow. The Board thought that another bridge placed adjacent to the present one might be a possibility. However, the bridge department will probably want to inspect the site with Mr. Norberg before we take steps for an application for design.

We also have another bridge at Mapleton serving the East Mapleton Road, now a log span. The site of the bridge is just off of the "F" Route and just northerly of the State Covered bridge. We have been authorized by the Board of Commissioners to request a design for this structure.

Attached are 4 prints each of the Cash Creek crossing and the Shotgun Creek crossing on the FAS 228, at Marcola.

Very truly yours

H. O. Walberg

H. O. Walberg

Attach:
cc Board of Commissioners
Oscar Norberg

Application forms ~~will~~
~~be~~ taken to [illegible] County
on Jan. 3rd
Copy of letter to [illegible]
V.J

RECEIVED
DEC 24 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

LANE COUNTY
COURT HOUSE
EUGENE, OREGON

December 13, 1962

BOARD OF
COUNTY COMMISSIONERS
KENNETH NIELSEN
JESS HILL
FRANK ELLIOTT

NOTED
H. S. COX

NOTED
DON HARWELL

Mr. H. S. Cox
County & City Relations Engineer
Salem, Oregon

Re: Design of [illegible] Creek Bridge
Design of [illegible] Creek Bridge

Dear Sir:

NOTED
[illegible]

This letter is to request the State Bridge Department to design a bridge for the [illegible] Creek crossing and a bridge for the [illegible] Creek crossing on the [illegible] Section of the [illegible] Road, [illegible].

This section has comparatively [illegible] hauling. A roadway width of 26 feet will be satisfactory. If you will mail us your bridge construction Survey Data Form No. [illegible], we will be glad to complete them for the additional information that you may need. Only the design is requested at this time.

Herewith are four prints of vicinity maps for each of the sites.

Board of County Commissioners
By:

Jess Hill
Commissioner

Frank A. Elliott
Commissioner

Kenneth Nielsen
Commissioner

Copy to bridge dept
1-4-63 V. J.

I-80N-5(12) Airport Rd.-Irrigon Jct. 1964
157 Sec., Columbia River Hwy.
#6396 (2 Structs. & Sign.)

BPK appr

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT

Project Name Airport Rd. to Irrigon Jct.: Structures [illegible]

Highway Columbia River Contract No. [illegible]

County Morrow Prefix 625-1041

Contractor Rogers Construction Company F. A. Project No. I-80N-5(12)27

Address 11760 N.E. Glisan, Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging- State share

APPROVED: Frank D. McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Location by station numbers:

Bridge No. 9021, "AR" Sta. 98+71 to 101+37

Bridge No. 8946, "XXXXXX. "E" Sta. 98+60 to 101+40

Estimate of quantities and cost:

Flagging Labor ....$ 200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This is an anticipated item that has been provided for in the project authorization. Special provisions for this project (pages 19 & 20) require the state to reimburse the contractor for 57½% of his flagging costs.
(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 236,288.25
Present estimate of project cost, including $ 200.00 for work under this order	$ 226,836.72
Expected under-run amount	$ 9,451.53
Expected under-run per cent	4.5%

Space to right of this line is for use of Salem Office

Submitted by: D. W. Gallaher
D.W. Gallaher
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved [illegible]
Deputy State Highway Engineer or Assistant State Highway Engineer

Maximum equipment rates allowable as per [illegible]

Percentage allowed Contractor is in accordance with the executed contract for this project.

Work not started.

Estimated starting date: April 6, 1964

DISTRIBUTION--April 7, 1964

1. 3 copies--Division Engineer (Mr. Parson)
2. 1 copy----Accounting
3. 1 copy----Bridge Files (CAG)

BRIDGE DIVISION
AM APR 7 - 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6

A-105—535—10-57

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT [illegible]

Project Name Airport Rd & Boardman Interchanges

Highway Columbia River Contract No. [illegible] F. A. Project No. [illegible]

County Morrow Prefix [illegible] Account No. [illegible]

Description of Work To Be Done:

Load and Haul 124.4 Lineal Ft. of Steel Pile Cutoffs

APPROVED: Frank D. McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Location by Station Numbers:

Airport Rd. Interchange "L" 1151+00

Estimate of Quantities and Costs:

Labor	$60.00
Equipment Rental	$40.00
Total	$100.00

Explanation: Some 124.4 lineal feet of steel H piling (10" BP 42#) remain as Cut-offs after all required foundation work was completed. This material (approx. 2.6 tons) will be hauled to the Pendleton Maintenance yard for storage. Work will be performed by State Maintenance Forces. No specific provision has been made for (over)

INSTRUCTIONS

Submit a separate order for each piece or unit of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$236,288.25
Present estimate of project cost, including $100.00 for work under this order	$226,936.72
Expected under-run ~~over-run~~ (amount)	$9,351.53
Expected under-run ~~over-run~~ (per cent)	3.96%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

(Continued)

This work in the project authorization.

Lengths of pile cut-offs are listed below

1. 11.1 Ft. 6. 12.1 Ft.
2. 11.5 " 7. 13.0 "
3. 11.5 " 8. 13.1 "
4. 12.0 " 9. 13.3 "
5. 12.1 " 10. 14.7 "

TOTAL 124.4 LF

DISTRIBUTION--June 12, 1964

1. 3 copies--Division Engineer (Mr. Parson)
2. 1 copy----Accounting
3. 1 copy----Bridge Files (CAG)
4. 1 copy------Maintenance (Mr. Hughlett)

[illegible]

RECEIVED
OCT 20 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-5(12)157

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

La Grande
October 7, 1965

187

Mr. Chester Collins, Secretary
West Extension Irrigation District
Irrigon, Oregon

NOTED
[illegible]

Dear Mr. Collins:

This letter is written to confirm our telephone conversation of this date concerning the use of water on the highway construction project at Boardman.

The contractor on the Oregon State Highway project is Rogers Construction Company, 11760 N.E. Glisan, Portland 20, Oregon. Our records indicate that 65,150 M-Gallons of water were used on the project in 1964 and 16,671.9 M-Gallons were used in 1965.

It is our understanding that the contractor for the relocation of the City of Boardman also obtained water from the same source as Rogers Construction Company.

Cornell, Howland, Hayes, & Merryfield, an engineering firm in Corvallis, Oregon, provided the engineering and inspection for the City project and it is suggested that you contact this firm to obtain the information required by the irrigation district.

Very truly yours,
A. F. Parson
Division Engineer

By Alfred Shirley Jr
Alfred Shirley, Jr.
Assistant Division Engineer

AS:sp

CC: Mr. F. D. Morgan

10-12-65
Copies to Klaber + Wolfe
per Bond -
Bjm

RECEIVED
OCT 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BOARD
Nels Kristensen, Boardman
Robert Smith, Irrigon
Clarence Post, Umatilla
MANAGER
Chet Collins, Irrigon

WEST EXTENSION IRRIGATION DISTRICT

Irrigon, Oregon ★ Telephone 922-3382 (Area 503)

1769

OCT 4 65

September 28, 1965

REFERRED TO
admin

KLABOE

NOTED
F. B. KLABOE

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Our District furnished water for the use of the road contractors at the Boardman project through the Summer of 1965. We have not received payment therefore nor do we have the correct names and addresses to whom to write about this matter. Would you please furnish this information and if you have it, a total of the quantity of water for which we should bill.

Respectfully,

WEST EXTENSION IRRIGATION DISTRICT

Chester Collins, Secretary

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
[illegible]
[illegible]
Scott
Wills
Litchfield
[illegible]

RECEIVED
OCT 5 1965
CONSTRUCTION
DIVISION

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 16 1965

FOR FILING
[illegible]

September 15, 1965

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6396 awarded to Rogers Construction Company for structures and signing on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, was completed on May 19, 1965, and accepted by the Highway Commission on September 14, 1965.

Final payment in the amount of $6,274.85 will be released to the contractor after September 22, 1965. The total contract amount is $209,261.64 including $100.00 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

Rogers Construction Company
11760 N.E. Glisan Street
Portland 20, Oregon

L. H. Young
C H. Maison
Attn: John Herr

RECEIVED
SEP 15 1965
FOR FILING

I-80N-5 (12) 157

6-11

September 14, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed May 19, 1965, on Contract No. 6396. The contract was with Rogers Construction Company and was for structures and signing on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective September 14, 1965, and that you concur in this procedure at the Commission meeting on September 27.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

RECEIVED
SEP 7 - 1965
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I 80N 5(12)157

6396

August 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 19, 1965, on Contract No. 6396, Airport Road - Irrigon Junction Section, in Morrow County, in connection with Federal-Aid Project No. I-80N-5(12)157.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: August 30, 1965

Conditions noted on above date:

None -- work completed.

A. W. Parsons
Division Engineer

By: G R Brooks
G. R. Brooks
District Engineer

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.
9-3-65

RECEIVED
JUL 16 1965

FOR FILING
I-80N-5(12)157
NPWCO-CA
6 [illegible]

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

8 July 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

By letter from your Mr. Ivan D. Merchant dated 22 June 1965, he indicates completion of all work on the Boardman Interchange Structure under your Contract No. 6396 and requests approval to make final payment to the Contractor therefor.

Inasmuch as there have been no changes to this contract and the basis of determining the Government's obligation has not been altered, I approve of the proposed release of final monies due the Contractor.

Sincerely yours,

Frank D. McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Copy to Merchant
7-12-65

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 4 - 1965

FOR FILING

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Mollo' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made byyour people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

NPWCO-CA
Mr. Forrest Cooper

11 February 1965

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
FEB 15 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5040 ———	Irrigon-Umatilla Section
Contract No. 5955 ———	Boardman Jct.-Irrigon Section
Contract No. 6014 ———	John Day River Bridge
Contract No. 6209 ———	Blalock-Arlington, G
Contract No. 6219 ———	Arlington Viaduct
Contract No. 6292 ———	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———	Heppner Jct. Interchange Structure
Contract No. 6349 ———	E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———	Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ———	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6514 ———	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5040	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

FORM E-1 (REV. 5-58)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 9021 & 8946

WEEK ENDING: August 28, 1964

SECTION: Airport Road-Irrigon Jct.

SECTION PREFIX: 625-1041

HIGHWAY: Columbia River

COUNTY: Morrow

NAME OF JOB: Airport Road - Irrigon Junction

KIND OF WORK: Structures and Signing

CONTRACTOR: Rogers Construction Company
11760 N.E. Glisan, Portland 20, Oregon

CONTRACT NUMBER: 6396

FEDERAL AID PROJECT NUMBER: I-80N-5(12)157

DATE OF CONTRACT: March 20, 1964

DATE WORK STARTED: April 1, 1964

ESTIMATED COMPLETION DATE: Structures Only Nov. 1, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 14 SUPERVISION: 2

SPECIFIED WORK DAYS: 120 Work days

WORK DAYS USED: Bridge 9021- 70
Bridge 8946 67

PERCENT OF TIME ELAPSED: 55.8

PROJECT AUTHORIZATION: $236,288.25

ENGINEERING AUTHORIZATION: $16,802.72

EXCLUSIVE OF ENGINEERING: $219,485.53

ENGINEERING COST TO DATE: $7,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 72 %

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $210,034.00

PERCENT OF AUTHORIZATION: 41.7

ESTIMATED PERCENT: [redacted] UNDERRUN 4.5%

DATE PROJECT WAS COMPLETED: 5-19-65

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
			83.5%				0.0

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
2 generators, 2 vibrators & power tools
1 flatbed truck.

	WEATHER	HOURS DELAY	Wrkday chrg CAUSE OF DELAY
SUNDAY 23	Fair		
MONDAY 24	Ptly Cldy		Yes
TUESDAY 25	Cloudy, windy		Yes
WEDNESDAY 26	Ptly Cldy, windy		Yes
THURSDAY 27	Ptly Cldy, windy		Yes
FRIDAY 28	Cldy		Yes
SATURDAY 22	Fair		

NOTED
JOHN R. OAKES

K W E

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	23	No Job activity
MONDAY	24	Bridge 9021: No job activity Bridge 8946: Ironworkers placed re steel in beams- Spans 1 thru 4. Forming beams, spans 1 thru 4.
TUESDAY	25	Bridge 8946: Forming catch basins, beam forms, and cleaning out prior to pouring Bridge 9021: No job activity
WEDNESDAY	26	Bridge 9021: No job activity Bridge 8946: Poured beams to bottom of deck, Spans 1 thru 4.
THURSDAY	27	Bridge 9021: No job activity Bridge 8946: Placing re-steel for deck, Spans 1 thru 4. Forming overhang & end posts, Bts. 1 & 5.
FRIDAY	28	Bridge 9021: No job activity Bridge 8946: Placing re-steel for deck, Spans 1 thru 4. Forming & grading overhang- Spans 1 thru 4, Lt. & Rt.
SATURDAY	22	Bridge 9021: No job activity Bridge 8946: Ironworkers placing re-steel in beams, Spans 1 thru 4.

REMARKS

Status: Br. 9021: Complete except for slope paving and drain pipe.

Br. 8946: Beams poured and about ½ of deck reinforcing steel in place.

Next week: Pour deck- Spans 1 thru 4.

cc: L. C. Johnson

SIGNED D. H. Gallaher D. H. Gallaher

ADDRESS Hermiston, Ore.

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM E-123X 50M 12-63

RECEIVED
JUN 1 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WACO
DAVID B. SIMPSON, MEMBER
PORTLAND

6496

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 25, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Airport Road-Irrigon
Junction Section
Columbia River Highway
Project No. I-80N-5(10)157

Dear Sir:

Our letter of May 1 concerning the contractor's request for a waiver of completion of fill ends at the Airport Road Interchange and Boardman Interchange inadvertently left off the Boardman Interchange.

To clarify this matter, workdays will be charged on the entire project, I-80N-5(12)157, regardless of whether or not the grading is completed at either of the two structure ends.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
LLOYD P. SHAW

Lloyd P. Shaw
Assistant State Highway Engineer

[illegible] 5-27-64
[illegible]
[illegible] Public Roads
By [illegible] Dist Eng.

RECEIVED
MAY 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

NOTED
R. L PORTER

copies To Morgan
Young
5-29-64

MAY 26 1964

FOR FILING

[illegible]

6396

May 25, 1964

254

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Airport Road-Irrigon
Junction Section
Columbia River Highway
Project No. I-80N-5(10)157

Dear Sir:

Our letter of May 1 concerning the contractor's request for a waiver of completion of fill ends at the Airport Road Interchange and Boardman Interchange inadvertently left off the Boardman Interchange.

To clarify this matter, workdays will be charged on the entire project, I-80N-5(12)157, regardless of whether or not the grading is completed at either of the two structure ends.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson
L. C. Johnson
Don Gallaher

JFP:bjm: ajw

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1964

SUBJECT: Revision of Specifications
Airport Road-Irrigon Junction
Columbia River Highway
(Assignment: LPS-254)

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached hereto is a rough draft reply to the Bureau of Public Roads, per your request of May 18, 1964.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

JFP:bjm
Attachment

RECEIVED
MAY 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 11, 1964

In reply refer to:
08-35.4-DA

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Revision of Specifications
Airport Road-Irrigon Jct. Section
Columbia River Highway
Project No. I-80N-5(10)157

We concur in your letter of May 1, 1964 wherein you recommend the contractor's request be granted for a waiver on the fill ends at the Airport Road Interchange and the Boardman Interchange, which were to be complete by April 1, 1964. We note the contractor recognizes the structures time begins May 1, 1964 and 120 workdays are allowed.

At present, work is underway at Airport Road Interchange; however, no work has been done at the Boardman Interchange. Should the grading work under Project I-80N-5(10)157 delay starting work under Project I-80N-5(12)157 at the Boardman Interchange, would structure workday count continue or be stopped? Please clarify this for our record.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 12 1964
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. [illegible]	F PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Morrow PROJECT NO. I-80N-5(12)157

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Airport Rd. to Irrigon Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-17-64	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 231,037.00	$ 104,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

SISTANT State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. M. Parsons
(Division Engineer)
L R Buckland
By: L. R. Buckland, Administrative Mgr.
Date executed by Division Engineer April 22, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(12)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 26, 1964

Type Code X781
Airport Road U'xing (Br. #9021)(Sta. 1151+00)(266 ft.)(Contract 6396)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	180 cu.yds.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	20 cu.yds.	5.00	100.00
Furnish 10" BP 42# Steel Piling	325 lin.ft.	5.00	1,625.00
Drive Steel Piles	10 only	70.00	700.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (420 cu.yds.)	All Required		30,000.00
50' to 55' Type IV Prestressed Beams	4 only	1,250.00	5,000.00
60' to 65' Type IV Prestressed Beams	4 only	1,400.00	5,600.00
70' to 75' Type IV Prestressed Beams	8 only	1,750.00	14,000.00
Metal Reinforcement (86,000 lbs.)	All Required		11,500.00
Preparation of Slopes	300 sq.yds.	1.00	300.00
Concrete Slab Riprap	300 sq.yds.	6.00	1,800.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 77,125.00

Type Code X721
Boardman Interchange U'xing (Br. #8946)(Sta. 1407+50)(280 ft.)(Contract 6396)

Shoring, Cribbing, Etc.	All Required		$ 9,000.00
Structural Excavation	360 cu.yds.	$ 3.00	1,080.00
Structural Excavation Below Elevation Shown	40 cu.yds.	3.00	120.00
Furnish Treated Timber Piling	360 lin.ft.	1.60	576.00
Drive Timber Piles	18 only	70.00	1,260.00
Class "A" Concrete (855 cu.yds.)	All Required		59,800.00
Metal Reinforcement (216,600 lbs.)	All Required		23,800.00
Metal Parapet Railing	560 lin.ft.	7.50	4,200.00
Preparation of Slopes	310 sq.yds.	1.00	310.00
Concrete Slab Riprap	310 sq.yds.	6.00	1,860.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$103,766.00

Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$181,041.00
	10% Engr. & Cont.		18,104.00
	Total		$199,145.00

Type Code Y002
Signing (Sta. 1102+00 thru Equa. 1519+79.97=181+28.15 to Sta. 240+91.97)
(Contract 6396)

Removal of Existing Sign Installations	All Required		$ 200.00
Furnish 8" BP 36# Steel Piling	117 lin.ft.	$ 5.00	585.00
Drive Steel Piles	10 only	75.00	750.00
Sign Support Footings	All Required		1,750.00
Metal Sign Posts	All Required		650.00
Single Sign Supports	All Required		5,100.00
Double Sign Supports	All Required		600.00
Wood Sign Posts	All Required		1,500.00
Type "A" and "B" Signs in Place	2,347 sq.ft.	6.00	14,082.00
Type "C", "D", "R" and "T" Signs in Place	768 sq.ft.	3.50	2,688.00
Type "E", "F", "G" and "M" Signs in Place	258 sq.ft.	3.50	903.00
Type "P" Signs in Place	27 sq.ft.	5.00	135.00
			$ 28,943.00
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
	Subtotal		$ 28,993.00
	10% Engr. & Cont.		2,899.00
	Total		$ 31,892.00

Length of Structures - - - - - 0.000 Mile
Length of Signing - - - - - - 0.000 Mile
Total Length - - - - - - - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Army * Engr. Funds
Structures	$199,145.00	$ 87,200.00	$7,636.00	$104,309.00
Signing	31,892.00	17,600.00	1,554.00	12,738.00
	$231,037.00	$104,800.00	$9,190.00	$117,047.00

* U.S. Army Engineer Corps responsibility per agreement between Corps and State. See tabluation.

AIRPORT ROAD-IRRIGON JUNCTION SECTION

PROJECT NO. I-80N-5(12)157

U.S. Army Corps of Engineers responsibility per your letter dated March 11, 1964, and based on low bid prices.

Type Code X721
Boardman Interchange U'xing (Br. #8946)(264 ft. structure based on dimensions as shown in agreement for contract DA-45-164 CIVENG-61-103)

Shoring, Cribbing, Etc.	All Required (100%)		$ 9,000.00
Structural Excavation	325 cu.yds.	$ 3.00	975.00
Structural Excavation Below Elevation Shown	30 cu.yds.	3.00	90.00
Furnish Treated Timber Piling	320 lin.ft.	1.60	512.00
Drive Timber Piles	16 only	70.00	1,120.00
Class "A" Concrete (769.5 cu.yds.)	All Required (90%)		53,820.00
Metal Reinforcement (194,940 lbs.)	All Required (90%)		21,420.00
Metal Parapet Railing	528 lin.ft.	7.50	3,960.00
Preparation of Slopes	310 sq.yds.	1.00	310.00
Concrete Slab Riprap	310 sq.yds.	6.00	1,860.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
	Subtotal		$ 94,827.00
	10% Engr. & Cont.		9,482.00
	Total		$104,309.00

Type Code Y002
Signing (Sta. WB 1330+78 to WB 1461+00 and Sta. EB 1370+00 to EB 1444+00)

Removal of Existing Sign Installation	All Required (20%)		$ 40.00
Furnish 8" BP 36# Steel Piling	60 lin.ft.	$ 5.00	300.00
Drive Steel Piles	4 only	75.00	300.00
Sign Support Footings	All Required (43%)		752.50
Metal Sign Posts	All Required (40%)		260.00
Single Sign Supports	All Required (39%)		1,989.00
Double Sign Supports	All Required (100%)		600.00
Wood Sign Posts	All Required (30%)		450.00
Type "A" and "B" Signs in Place	941 sq.ft.	6.00	5,646.00
Type "C", "R", "D" and "T" Signs in Place	253 sq.ft.	3.50	885.50
Type "E", "F", "G" and "M" Signs in Place	102 sq.ft.	3.50	357.00
	Subtotal		$ 11,580.00
	10% Engr. & Cont.		1,158.00
	Total		$ 12,738.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(12)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION

THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 14, 1964

Type Code X781
Airport Rd. U'Xing (Br. #9021)(Sta. 1151+00)(266 ft.)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	180 cu.yd.	$ 8.00	1,440.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10" BP 42# Steel Piling	325 lin.ft.	5.00	1,625.00
Drive Steel Piles	10 only	100.00	1,000.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (420 cu.yd. $75.00)	All Required		31,500.00
50' to 55' Type IV Prestressed Beams	4 only	1,250.00	5,000.00
60' to 65' Type IV Prestressed Beams	4 only	1,450.00	5,800.00
70' to 75' Type IV Prestressed Beams	8 only	1,850.00	14,800.00
Metal Reinforcement (86,000 lbs. $0.12)	All Required		10,320.00
Preparation of Slopes	300 sq.yd.	1.50	450.00
Concrete Slab Riprap	300 sq.yd.	7.50	2,250.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$76,485.00

Type Code X721
Boardman Interchange U'Xing (Br. #8946)(Sta. 1407+50)(280 ft.)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	360 cu.yd.	$ 5.00	1,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	5.00	200.00
Furnish Treated Timber Piling	360 lin.ft.	1.75	630.00
Drive Timber Piles	18 only	100.00	1,800.00
Class "A" Concrete (855 cu.yd. $85.00)	All Required		72,675.00
Metal Reinforcement (216,600 lbs. $0.12)	All Required		25,992.00
Metal Parapet Railing	560 lin.ft.	7.00	3,920.00
Preparation of Slopes	310 sq.yd.	1.50	465.00
Concrete Slab Riprap	310 sq.yd.	7.50	2,325.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$113,067.00

Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$189,702.00
	10% Engr. & Cont.		18,970.00
	Total		$208,672.00

Type Code Y002
Signing (Sta. 1102+00 thru Equa. 1519+79.97 = 181+28.15 to Sta. 240+91.97)

Removal of Existing Sign Installations	All Required		$ 100.00
Furnish 8" BP 36# Steel Piling	117 lin.ft.	$ 5.50	643.50
Drive Steel Piles	10 only	75.00	750.00
Sign Support Footings	All Required		2,640.00
Metal Sign Posts	All Required		683.10
Single Sign Supports	All Required		9,893.00
Double Sign Supports	All Required		1,200.00
Wood Sign Posts	All Required		1,720.00
Type "A" and "B" Signs in Place	2,347 sq.ft.	6.30	14,786.10
Type "C", "D", "R" and "T" Signs in Place	768 sq.ft.	3.65	2,803.20
Type "E", "F", "G" and "M" Signs in Place	258 sq.ft.	3.80	980.40
Type "P" Signs in Place	27 sq.ft.	5.00	135.00
			$ 36,334.30
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
	Subtotal		$ 36,384.30
	10% Engr. & Cont.		3,637.70
	Total		$ 40,022.00

Length of Structure - - - - - - - - - - 0.000 miles
Length of Signing - - - - - - - - - - - 0.000 miles
Total Length- - - - - - - - - - - - - - 0.000 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Army * Engr. Funds
Structures	$208,672.00	$ 88,200.00	$7,743.00	$112,729.00
Signing	40,022.00	21,500.00	2,185.00	16,337.00
	$248,694.00	$109,700.00	$9,928.00	$129,066.00

* U.S. Army Engineer Corps responsibility per agreement between Corps and State. See tabulation.

AIRPORT ROAD-IRRIGON JUNCTION SECTION

PROJECT I 80N 5(12)157

Prestressed Beam Quantities:

50' to 55' Beams

Overhead	$ 120.00
Class A-A Concrete (11.9 cu.yd. $65.00)	773.50
Metal Reinforcement (818 lbs. $0.12)	98.16
Prestress Steel (658 lbs. $0.40)	263.20
	$1,254.80

60' to 65' Beams

Overhead	$ 120.00
Class A-A Concrete (13.5 cu.yd. $65.00)	877.50
Metal Reinforcement (869 lb. $0.12)	104.28
Prestress Steel (820 lbs. $0.40)	328.00
	$1,429.78

70' to 75' Beams

Overhead	$ 120.00
Class A-A Concrete (16.0 cu.yd. $65.00)	1,040.00
Metal Reinforcement (1,046 lb. $0.12)	125.52
Prestress Steel (1,337 lb. $0.40)	534.80
	$1,820.32

AIRPORT ROAD-IRRIGON JUNCTION SECTION

PROJECT NO. I 80N-5(12)157

U. S. Army Corps of Engineers' Responsibility Per Our Letter Dated Feb. 7, 1964

Type Code X721
Boardman Interchange U-xing (Br. #8916)(264 ft. structure based on dimensions as shown in agreement for Contract DA-45-164-CIVENG-61-101)

Shoring, Cribbing, etc.	All Required (100%)		$ 1.500.00
Structural Excavation	325 cu.yd.	$ 5.00	1,625.00
Structural Excavation Below Elevation Shown	30 cu.yd.	5.00	150.00
Furnish Treated Timber Piling	320 lin.ft.	1.75	560.00
Drive Timber Piles	16 only	100.00	1,600.00
Class "A Concrete (769.5 cu.yd. $85.00)	All Required (90%)		65,407.50
Metal Reinforcement (194,940 lb. $0.12)	All Required (90%)		23,392.80
Metal Parapet Railing	528 lin.ft.	7.00	3,696.00
Preparation of Slopes	310 sq.yd.	1.50	465.00
Concrete Slab Riprap	310 sq.yd.	7.50	2,325.00
8 inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
	Subtotal		$102,481.30
	10% Engr. & Cont.		10,247.70
	Total		$112,729.00

Type Code Y002
Signing (Sta. WB 1330+78 to WB 1461+00 and Sta. EB 1370+00 to EB 1444+00)

Removal of Existing Sign Installation	All Required (20%)		$ 20.00
Furnish 8" BP 36# Steel Piling	60 lin.ft.	$ 5.50	330.00
Drive Steel Piles	8 only	75.00	600.00
Sign Support Footings	All Required (43%)		1,140.00
Metal Sign Posts	All Required (40%)		271.59
Single Sign Supports	All Required (39%)		3,835.00
Double Sign Supports	All Required (100%)		1,200.00
Wood Sign Posts	All Required (30%)		516.00
Type "A" and "B Signs in Place	941 sq.ft.	6.30	5,928.30
Type "C", "R", "D" and "T" Signs in Place	253 sq.ft.	3.65	923.45
Type "E", "F", "G and "M" Signs in Place	102 sq.ft.	3.80	387.60
	Subtotal		$ 14,851.94
	10% Engr. & Cont.		1,485.06
	Total		$ 16,337.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(12)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 10, 1964

Type Code X781
Airport Rd. U'xing (Br. #9021) (Sta. 1151+00) (266 ft.)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	180 cu.yd.	$ 8.00	1,440.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10" BP 42# Steel Piling	325 lin.ft.	5.00	1,625.00
Drive Steel Piles	10 only	100.00	1,000.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (420 cu.yd. $75.00)	All Required		31,500.00
50' to 55' Type IV Prestressed Beams	4 only	1,250.00	5,000.00
60' to 65' Type IV Prestressed Beams	4 only	1,450.00	5,800.00
70' to 75' Type IV Prestressed Beams	8 only	1,850.00	14,800.00
Metal Reinforcement 86,000 lb. $0.12)	All Required		10,320.00
Preparation of Slopes	300 sq.yd.	1.50	450.00
Concrete Slab Riprap	300 sq.yd.	7.50	2,250.00
8-inch Metal Drain Pipe	240 lin.ft.	4.00	960.00
			$ 76,945.00

Type Code X721
Boardman Interchange U'xing (Br. #8946) (Sta. 1407+50) (280 ft.)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	360 cu.yd.	$ 5.00	1,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	5.00	200.00
Furnish Treated Timber Piling	360 lin.ft.	1.75	630.00
Drive Timber Piles	18 only	100.00	1,800.00
Class "A" Concrete (855 cu.yd. $85.00)	All Required		72,675.00
Metal Reinforcement (216,600 lb. $0.12)	All Required		25,992.00
Metal Parapet Railing	560 lin.ft.	7.00	3,920.00
Preparation of Slopes	310 sq.yd.	1.50	465.00
Concrete Slab Riprap	310 sq.yd.	7.50	2,325.00

8-inch Metal Drain Pipe	140 lin.ft.	$ 4.00	$ 560.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$113,0[illegible]7.00
Flagging (57 % of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$190,162.00
	10% Engr. & Cont.		19,016.00
	Total		$209,178.00

Type Cod. Y002
Signing (Sta. 1182-00 thru [illegible])

Removal of Existing Sign Installations	All Required		$ 100.00
Furnish 8" BP 36# Steel Piling	117 lin.ft.	$ 5.50	643.50
Drive Steel Piles	10 only	75.00	750.00
Sign Support Footings	All Required		2,640.00
Metal Sign Posts	All Required		583.10
Single Sign Supports	All Required		9,893.00
Double Sign Supports	All Required		1,200.00
Wood Sign Posts	All Required		1,770.00
Type "A" and "B" Signs in Place	2,347 sq.ft.	6.30	14,786.10
Type "C", "D", "E" and "F" Signs in Place	768 sq.ft.	3.65	2,803.20
Type "E", "F", "G" and "H" Signs in Place	258 sq.ft.	3.80	980.40
Type "P" Signs in Place	27 sq.ft.	5.00	135.00
			$ 36,334.30
Flagging (57 % of Contractor's Cost)	All Req.		$ 50.00
	Subtotal		$ 36,384.30
	10% Engr. & Cont.		3,637.70
	Total		$ 40,022.00

Length of Structures - - - - 0.000 Miles
Length of Signing - - - - - 0.000 Miles
Total Length - - - - - - - - 0.000 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Army * Engr. Funds
Structures	$209,178.00	$ 88,500.00	$ 7,949.00	$112,729.00
Signing	40,022.00	21,500.00	2,185.00	16,337.00
	$249,200.00	$110,000.00	$10,134.00	$129,066.00

* U.S. Army Engineer Corps responsibility per agreement between Corps and State. See tabulation.

AIRPORT ROAD-IRRIGON JUNCTION SECTION

PROJECT NO. I-80N-5(12)157

Prestressed Beam Quantities

50' to 55' Beams

Overhead			$ 120.00
Class "A-A" Concrete	(11.9 cu.yds.	$65.00)	773.50
Metal Reinforcement	(818 lb.	0.12)	98.16
Prestress Steel	(658 lb.	0.40)	263.20
			$1,254.80

60' to 65' Beams

Overhead			$ 120.00
Class "A-A" Concrete	(13.5 cu.yds.	$65.00)	877.50
Metal Reinforcement	(869 lb.	0.12)	104.28
Prestress Steel	(820 lb.	0.40)	328.00
			$1,429.78

70' to 75' Beams

Overhead			$ 120.00
Class "A-A" Concrete	(16.0 cu.yds.	$65.00)	1,040.00
Metal Reinforcement	(1,046 lb.	0.12)	125.52
Prestress Steel	(1,337 lb.	0.40)	534.80
			$1,820.32

[illegible]

PROJECT NO. I-[illegible]

U.S. Army Corps of Engineers responsibility per [illegible] letter dated February 1, 19[illegible]

Type Code [illegible]
Boardman Interchange [illegible] (Br. [illegible]) [illegible] ft. [illegible] based on dimensions as shown in agreement for contract [illegible]

Shoring, Cribbing, etc.	All Required ([illegible])		$ 1,500.00
Structural Excavation	315 cu.yd.	$ 5.00	1,575.00
Structural Excavation below Elevation Shown	30 cu.yd.	5.00	150.00
Furnish Treated Timber Piling	3[illegible] lin.ft.	1.75	[illegible].00
Drive Timber Piles	1[illegible] only	[illegible].00	1,[illegible].00
Class "A" Concrete (7[illegible].5 cu.yd. $85.00)	All Required ([illegible])		[illegible]
Metal Reinforcement ([illegible] lb. $0.1[illegible])	All Required ([illegible])		23,[illegible]
Metal Parapet Railing	[illegible] lin.ft.	7.00	3,[illegible].00
Preparation of Slopes	150 sq.yd.	1.50	225.00
Concrete Slab Riprap	[illegible] sq.yd.	7.50	[illegible].00
8-inch Metal Drain Pipe	14[illegible] lin.ft.	[illegible]	[illegible].00
6-inch Standard Steel Pipe	1[illegible] lin.ft.	[illegible]	1,[illegible]
	Subtotal		$1[illegible]
	10% Engr. & Cont.		[illegible]
	Total		$[illegible]

Type Code [illegible]
Signing (Sta. [illegible] to [illegible] and Sta. [illegible] to [illegible])

Removal of Existing Sign Installation	All Required ([illegible])		$ [illegible].00
Furnish 8" BP 36# Steel Piling	[illegible] lin.ft.	$ 5.50	[illegible].00
Drive Steel Piles	4 only	75.00	300.00
Sign Support Footings	All Required ([illegible])		1,[illegible].00
Metal Sign Posts	All Required ([illegible])		[illegible]
Single Sign Supports	All Required ([illegible])		[illegible].00
Double Sign Supports	All Required ([illegible])		1,[illegible].00
Wood Sign Posts	All Required ([illegible])		[illegible].00
Type "A" and "B" Signs in Place	[illegible] sq.ft.	[illegible]	5,[illegible]
Type "C", "[illegible]", "D" and "[illegible]" Signs in Place	[illegible] sq.ft.	[illegible]	[illegible]
Type "E", "[illegible]", "G" and "H" Signs in Place	[illegible] sq.ft.	[illegible]	[illegible]
	Subtotal		$ 1[illegible]
	10% Engr. & Cont.		1,[illegible]
	Total		$ 1[illegible]

RECEIVED
APR 13 1964

FOR FILING

STATE COPY

APPROVED
Contin[illegible] ification of
proj[illegible] ional
funds [illegible]
Date APR [illegible] J. S. [illegible]
Title Acting District Engr.
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Airport Rd. to Irrigon Jct.: Structures & Signing
Date March 31, 1964
Highway Columbia River
Contract No. 6396
County Morrow
Prefix 625-1041
Contractor Rogers Construction Company
F. A. Project No. I-80N-5(12)157
Address 11760 N.E. Glisan, Portland, Oregon
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging- State share

Location by station numbers:

Bridge No. 9021, "AR" Sta. 98+71 to 101+37

Bridge No. 8946, "~~XXXXXXX~~. "E" Sta. 98+60 to 101+40

Estimate of quantities and cost:

Flagging Labor ....$ 200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an anticipated item that has been provided for in the project authorization. Special provisions for this project (pages 19 & 20) require the state to reimburse the contractor for 57½% of his flagging costs.

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 236,288.25
Present estimate of project cost, including $ 200.00 for work under this order	$ 226,836.72
Expected under-run ~~XXXXXX~~ amount	$ 9,451.53
Expected under-run ~~XXXXXX~~ per cent	4.5%

Space to right of this line is for use of Salem Office

Submitted by: D. W. Gallaher
D.W. Gallaher
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved P. M. Stephenson
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

RECEIVED
MAY 19 1964

FOR FILING

March 20, 1964

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 12 accepted your proposal for two structures and signing on Airport Road-Irrigon Junction Section of Columbia River Highway in Morrow County for the sum of $209,834.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6396.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc
Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 20 1964

FOR FILING

March 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence, as of today, is requested in the award of contract for the Airport Road-Irrigon Junction Section, Project No. I-80N-5(12)157 to Rogers Construction Company, Portland, Oregon, on the basis of the low bid of $209,834.00 submitted on March 10, 1964.

The U. S. Army Engineer District, Walla Walla, Washington has granted approval to award the contract.

All rights of way or rights of entry have been acquired.

All rights of access to or from abutting property are either (1) denied by law, or (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

477 Cottage Street N.E.
Salem, Oregon 97301

March 19, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2EC Salem, Oregon

Oregon Project I-80N-5(12)157
Airport Road - Irrigon Jct. Section
Structures and Signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur in your award of contract No. 6396 this date to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $209,834.00 at the March 10, 1964 bid opening.

NOTED
LLOYD P. SHAW

original To Young
3-26-64

RECEIVED
MAR 20 1964

FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWSU-PR

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602. CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

16 March 1964

Shaw

Re: Contract DA-45-164-CIVENG-61-103
Airport Rd.-Irrigon Jct. I-80N
John Day Lock and Dam

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Approval is granted to award contract for Structures and Signing on the Airport Road-Irrigon Junction Section of I-80N to the low bidder, Rogers Construction, Inc., in the amount of $209,834.00.

Since obligations under Contract No. DA-45-164-CIVENG-61-103 are funded by fiscal year, funds for payment will be made available as needed.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
District Engineer

cc Gen'l files
Morgan
Merchant
J.

RECEIVED
MAR 19 1964
OFFICE ENGINEERING
DIVISION

RECEIVED
MAR 18 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1964
OREGON
STATE HIGHWAY COMMISSION

file

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APR 1 1964

C[illegible]ING

Willow Cr.-Airport Rd.

CONSTRUCTION DIVISION

18 B E

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 11, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Enclosed is a copy of Supplemental Agreement, Modification No. 1 to the Corps of Engineers Contract DA-45-164-CIVENG-61-103 for your consideration and approval. This matter will be presented to the Oregon State Highway Commission at the March 12, 1964 Commission meeting.

Refer to a copy of a letter addressed to the Corps of Engineers dated January 2, 1964, which showed the Government's lump-sum share of $64,645.32.

Very truly yours,

F. D. Morgan
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

enc.

APPROVED DATE 3-12-64
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By Title Div. Engr

NOTED
LLOYD P. SHAW

file.

RECEIVED
MAR 12 1964

FOR FILING

9

March 11, 1964

The District Engineer
Corps of Engineers, U. S. Army
Bldg. 602, City-County Airport
Walla Walla, Washington

Re: DA-45-164-CIVENG-61-103
Airport Rd.-Irrigon Jct.
I-80N-5(12)157

Dear Sir:

Reference is made to the proposed contract for structures and signing on the Airport Rd.-Irrigon Jct. Section of I-80N on the John Day Lock and Dam Project.

Bids for the work were received and read March 10, 1964, in accordance with Oregon State Highway Department procedures. The low bidder, Rogers Construction, Inc., is a qualified contractor and the bid was substantially below the engineer's estimate.

Enclosed are three copies of contract quantities extended by the low bid unit amounts. Also enclosed, is a tabulation of our respective obligation quantities and extended prices.

Under terms of Contract No. DA-45-164-CIVENG-61-103, costs for the work, using contract bid prices, are to be allocated as follows:

Total Contract Including 12½% Engineering and Contingencies.	$236,288.35
Corps of Engineers' Obligation	106,407.00
Oregon Highway Department Obligation	$129,881.35

The Corps' share of design costs and construction supervision and inspection expense will be prorated based on the respective obligations. Billing will be made upon completion of construction.

Your concurrence in award of this contract to Rogers Construction, Inc., on the basis set forth is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Asst. State Highway Engineer

LHY:mb
cc: BPR F.D.Morgan
L. H. Young C.H.Maison
Att. I. Merchant

ESTIMATE "A"
HIGHWAY 80-N LOCATION
AIRPORT ROAD-IRRIGON JUNCTION

Summary of Structure & Signing
Costs & Quantities, Total Project

Sta. 1102+00 to Sta. 1519+79.97
Bk.=Sta. 181+28.15 Ah. to Sta. 240+91.97

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
BRIDGE NO. 9021, AIRPORT ROAD INTERCHANGE UNDERCROSSING				
1. Shoring, Cribbing, etc.	All Req.	100%	$ 5,000.00	$ 5,000.00
2. Structural Excavation	cu.yd.	180	5.00	900.00
3. Structural Excavation Below Elevation Shown	cu.yd.	20	5.00	100.00
4. Furnish 10 BP 42 Steel Piling	lin.ft.	325	5.00	1,625.00
5. Drive Steel Piles	only	10	70.00	700.00
6. Splice Steel Piles	only	2	50.00	100.00
7. Class "A" Concrete	All Req.	100%	30,000.00	30,000.00
8. 50' to 55' Type IV Prestressed Beams	only	4	1,250.00	5,000.00
9. 60' to 65' Type IV Prestressed Beams	only	4	1,400.00	5,600.00
10. 70' to 75' Type IV Prestressed Beams	only	8	1,750.00	14,000.00
11. Metal Reinforcement	All Req.	100%	11,500.00	11,500.00
12. Preparation of Slopes	sq.yd.	300	1.00	300.00
13. Concrete Slab Riprap	sq.yd.	300	6.00	1,800.00
14. 8-inch Metal Drain Pipe	lin.ft.	125	4.00	500.00
BRIDGE NO. 8946, BOARDMAN INTERCHANGE UNDERCROSSING				
15. Shoring, Cribbing, etc.	All Req.	100%	9,000.00	9,000.00
16. Structural Excavation	cu.yd.	360	3.00	1,080.00
17. Structural Excavation Below Elevation Shown	cu.yd.	40	3.00	120.00
18. Furnish Treated Timber Piling	lin.ft.	360	1.60	576.00

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
19. Drive Timber Piles	only	18	$ 70.00	$ 1,260.00
20. Class "A" Concrete	All Req.	100%	59,800.00	59,800.00
21. Metal Reinforcement	All Req.	100%	23,800.00	23,800.00
22. Metal Parapet Railing	lin.ft.	560	7.50	4,200.00
23. Preparation of Slopes	sq.yd.	310	1.00	310.00
24. Concrete Slab Riprap	sq.yd.	310	6.00	1,860.00
25. 8-inch Metal Drain Pipe	lin.ft.	140	4.00	560.00
26. 6-inch Standard Steel Pipe	lin.ft.	100	12.00	1,200.00
SIGNING				
27. Removal of Existing Sign Installation	All Req.	100%	200.00	200.00
28. Furnish 8 BP 36 Steel Piling	lin.ft.	117	5.00	585.00
29. Drive Steel Piles	only	10	75.00	750.00
30. Sign Support Footings	All Req.	100%	1,750.00	1,750.00
31. Metal Sign Posts	All Req.	100%	650.00	650.00
32. Single Sign Supports	All Req.	100%	5,100.00	5,100.00
33. Double Sign Supports	All Req.	100%	600.00	600.00
34. Wood Sign Posts	All Req.	100%	1,500.00	1,500.00
35. Type "A" & "B" Signs in Place	sq.ft.	2,347	6.00	14,082.00
36. Type "C", "D", "R" & "T" Signs in Place	sq.ft.	768	3.50	2,688.00
37. Type "E", "F", "G" & "M" Signs in Place	sq.ft.	258	3.50	903.00
38. Type "P" Signs in Place	sq.ft.	27	5.00	135.00
	Subtotal			$209,834.00
Anticipated Items	Flagging			200.00
	Subtotal			$210,034.00
	12-1/2% Engineering and Contingencies			26,254.25
	TOTAL			$236,288.25

ESTIMATE "B" *
HIGHWAY 80-N LOCATION
AIRPORT ROAD-IRRIGON JUNCTION

Summary of Structure and Signing
Quantities and Costs, Corps of Engineers

Boardman Interchange Undercrossing
Sta. "WB" 1330+78 to "WB" 1461+00
Sta. "EB" 1370+00 to "EB" 1444+00

ITEM		UNIT	QUANTITY	UNIT PRICE	AMOUNT
BRIDGE NO. 8946, BOARDMAN INTERCHANGE OVERCROSSING (264-foot Structure)					
15.	Shoring, Cribbing, etc.	All Req.	100%	$ 9,000.00	$ 9,000.00
16.	Structural Excavation	cu.yd.	325	3.00	975.00
17.	Structural Excavation Below Elevation Shown	cu.yd.	30	3.00	90.00
18.	Furnish Treated Timber Piling	lin.ft.	320	1.60	512.00
19.	Drive Timber Piles	only	16	70.00	1,120.00
20.	Class "A" Concrete	All Req.	90%	59,800.00	53,820.00
21.	Metal Reinforcement	All Req.	90%	23,800.00	21,420.00
22.	Metal Parapet Railing	lin.ft.	528	7.50	3,960.00
23.	Preparation of Slopes	sq.yd.	310	1.00	310.00
24.	Concrete Slab Riprap	sq.yd.	310	6.00	1,860.00
25.	8-inch Metal Drain Pipe	lin.ft.	140	4.00	560.00
26.	6-inch Standard Steel Pipe	lin.ft.	100	12.00	1,200.00
		Subtotal			$ 94,827.00
SIGNING					
27.	Removal of Existing Sign Installation	All Req.	20%	200.00	40.00
28.	Furnish 8 BP 36 Steel Piling	lin.ft.	60	5.00	300.00
29.	Drive Steel Piles	only	4	75.00	300.00
30.	Sign Support Footings	All Req.	43%	1,750.00	752.50
31.	Metal Sign Posts	All Req.	40%	650.00	260.00
32.	Single Sign Supports	All Req.	39%	5,100.00	1,989.00

Estimate "B" *
Highway 80-N Location
Airport Road-Irrigon Junction

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
33. Double Sign Supports	All Req.	100%	$ 600.00	$ 600.00
34. Wood Sign Posts	All Req.	30%	1,500.00	450.00
35. Type "A" & "B" Signs in Place	sq.ft.	941	6.00	5,646.00
36. Type "C", "R", "D" & "T" Signs in Place *	sq.ft.	253	3.50	885.50
37. Type "E", "F", "G" & "M" Signs in Place	sq.ft.	102	3.50	357.00
	Subtotal			$ 11,580.00
	TOTAL			$106,407.00

* There are no Type "T" signs within the Corps' obligation limits. The Type "T" sign is a part of a grouping of signs in bid item No. 36 on the entire contract.

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 9, 1964

Oregon State Highway Commission

Gentlemen:

The Heppner Junction-Airport Road Section of relocated Columbia River Highway (Interstate 80N) includes an interchange at Threemile Canyon between Heppner Junction and Boardman.

The Corps of Engineers has agreed to participate in the construction of two ramps as a consideration for the access provided to a potential recreational area fronting on the Columbia River. The cost of the ramps has been estimated to be $64,645.32.

There is now presented for your consideration an agreement with the United States, which provides that the State perform all necessary engineering and construction for the Threemile Canyon Interchange. It also provides that the Government shall pay to the State a lump sum of $64,645.32 as its share in this work.

This matter will be presented at the March 12 Commission meeting. Your approval and authority for the Secretary to sign this agreement for and on behalf of the Commission is requested.

Very truly yours,

Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw ✓
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

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FEB 20 1964

FOR FILING

6316

477 Cottage Street N.E.
Salem, Oregon 97301

February 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0A Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

By: G. R. Brooks
District Engineer

Oregon Project I-80N-3(12)157
Airport Road-Irrigon Junction Section
Structures and Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use, with relocation advisory assistance provided as indicated in Mr. Moehring's February 6, 1964 letter.

Mr. Young's February 13, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Attach.

NOTED
LLOYD P. SHAW

original To Young
with attach.
2-19-64

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FEB 19 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon
Attention: Mr. I. D. Merchant

February 13, 1964

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.6

Special Provisions for Driving Foundation Piles
Airport Road-Irrigon Jct. Section, I-80N-5(12)157
Spanish Hollow Creek Bridge, I-80N-3(40)102
Minnesota Freeway - North Unit, I-5-6(52)307

In reviewing the Special Provisions for these projects we find some requirements for driving foundation piles which appear unnecessarily restrictive and otherwise questionable.

On the Minnesota Freeway and Airport Road-Irrigon Jct. projects we note that the special provisions specify that steel and timber piles are to be driven with a power activated hammer that can develop an energy of 15,000 foot pounds per blow. We agree that this is a reasonable requirement for steel piles which are to be driven to 40 or 50 tons bearing but this energy is unnecessary for timber piles which are normally driven to 25 tons or less.

On the bottom of page 35 of the special provisions for the Airport Road project there is a requirement that all timber piles shall be driven the full length given in the order list regardless of the bearing values obtained. Based on past experience we recommend that this type of requirement include a clause such as "unless this is determined by the engineer to be impracticable". This provision as now written seems to nullify the requirement set forth in the general notes of the plans that timber piles shall be driven to a minimum bearing of 25 tons.

On the Spanish Hollow Bridge the special provisions on page 32 specify single acting hammers for concrete piles. We now question whether this is necessary. Also, on page 33 the words "including tips" should be added to the 4th line of the Order List.

We recall quite a few instances in the past where requirements such as those discussed above have not been enforced. The reason for not doing so has generally been that it was not practical, it was detrimental to the piles, or it was unnecessary. It is becoming increasingly difficult to justify such deviations from the specifications. Accordingly, we urge you to review your specifications with this in mind. In any event we shall expect full

NOTED
LLOYD P SHAW

Original to Merchant
2-[illegible]

cc Young
2-18-64

compliance with your specifications unless modifications are approved by this office and suitable adjustments are made.

S-268(3) N.E. 134th Ave.-N.E. 148th 1964
Ave. Sec., FAS 730 (N.E. Halsey St.)
#6397 (Grad. & Stone base)

C&A 2736
C&A 2690

RECEIVED
JAN 5 - 1965
FOR FILING

[illegible]

[illegible]

January 4, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6397 awarded to Warren Northwest, Inc., for grading and stone base on N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730 (N. E. Halsey Street) in Multnomah County, was completed on September 29, 1964, and accepted by the Highway Commission on December 28, 1964.

Final payment, in the amount of $3,537.07 will be released to the contractor after January 11, 1965. The total contract amount is $117,902.25 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Warren Northwest, Inc.
P. O. Box 7675
Portland 20, Oregon

Ward Cook-Rodgers Insurance Co., Inc.
603 Panama Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

DEC 28 1964

FOR FILING

6397

December 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 29 on Contract No. 6397. The contract was with Warren Northwest, Division of Warren Brothers Company, and was for grading and stone base on the 134th Avenue-148th Avenue Section of FAS 730 (Halsey Street) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 28, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
A. E. Johnson

LPS:ajw bjs

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Oct. 3, 1964

SECTION:

SECTION PREFIX: 526-1013

HIGHWAY: F.A.S. 730 (N.E. Halsey)

COUNTY: Multnomah

NAME OF JOB: N.E. 134th Ave. - N.E. 148th Ave.

KIND OF WORK: Grading and Stone Base

CONTRACTOR: Warren Northwest Inc.

CONTRACT NUMBER: 6397

FEDERAL AID PROJECT NUMBER: S-268 (3)

DATE OF CONTRACT: 3-23-64

DATE WORK STARTED: 4-27-64

ESTIMATED COMPLETION DATE: 9-29-64

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 62

PERCENT OF TIME ELAPSED: 103%

PROJECT AUTHORIZATION: $ 132,122.69

ENGINEERING AUTHORIZATION: $ 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 132,122.69

ENGINEERING COST TO DATE: $ 0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 118,~~002.28~~ 408.50 mw

PERCENT OF AUTHORIZATION: 0 %

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 10.65 %

DATE PROJECT WAS COMPLETED: 9-29-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%		100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.82	0.82			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.82	0.82			
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 6 C.Y. Truck

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	Showers		
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
OCT. 8 1964
☐ CE ☒ ACE ☐ ACE ☐ ☐ COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Hauling and placing top course of crushed rock on the side walk areas.
TUESDAY	Placing top course of crushed rock on the side walk areas. Cleaning debris from project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED M.W. Whitfield
Marvin W. Whitfield
ADDRESS 2115 S.E. Morrison Street

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 17 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2136

July 22, 1964

Agenda Item 4-e

Warren Northwest, Inc.
P.O. Box 7675
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Warren Northwest, Inc., a fully executed copy of an agreement between the State Highway Commission, Warren Northwest, Inc, Warren Northwest, a division of Warren Brothers Company, and Federal Insurance Company, consenting to assignment of contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
JUL 2 1964

FOR FILING

[illegible]

6397

July 1, 1964

Oregon State Highway Commission

Gentlemen:

Warren Northwest, Inc., a corporation in dissolution by means of a merger with Warren Brothers Company, through agreement with the Federal Insurance Company, its surety, desires an assignment to Warren Northwest, Inc., a division of Warren Brothers Company of contractual obligations with the State of Oregon. Affected by the assignment will be Contract No. 6247, Anlauf-Elkhead Road Section, Douglas County; Contract No. 6272, Canby-Aurora Hill Section, Clackamas County; Contract No. 6397, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County; and Contract No. 6398, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County.

An agreement will be presented at the July 14 Commission meeting consenting to the assignment of the contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Your approval of this agreement is recommended and authority for the Secretary to sign the agreement for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. [illegible]467	FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 4/15/64	COUNTY Multnomah
PROJECT REPORT NO. 4		PROJECT NO. S-268(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 134th Ave. to 148th Ave. Halsey St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-19-64	0.824
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 138,240.00	$ 87,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-268(3)

N.E. 134TH AVENUE-N.E. 148TH AVENUE SECTION OF
N.E. HALSEY STREET (FAS-730) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 27, 1964

Type Code 3210
Roadway (Sta. 135+75 to Sta. 179+23.58)(6397)

Removal of Curbs	235	lin.ft.	$ 0.40	$ 94.00
Removal of Walks and Driveways	235	sq.yds.	0.60	141.00
Remove and Relocate Chain Link Fence	3,200	lin.ft.	0.87	2,784.00
General Excavation, Unclassified	36,000	cu.yds.	0.92	33,120.00
Finishing Roadbed and Slopes	0.82	mile	500.00	410.00
8-inch Sewer Pipe	230	lin.ft.	2.25	517.50
Concrete Inlets, Type "CB"	24	only	75.00	1,800.00
Concrete Sumps	24	only	250.00	6,000.00
Concrete Curbs	275	cu.yds.	31.00	8,525.00
6-inch Concrete Driveways	365	sq.yds.	3.96	1,445.40
Concrete Walks and 4-inch Concrete Driveways	93	sq.yds.	2.97	276.21
Coarse Crushed Material in Base	27,500	tons	2.00	55,000.00
3/4" - 0 Material in Base	3,000	tons	2.20	6,600.00
3/4" - 0 Material in Footpaths	900	tons	3.35	3,015.00
1/4" - 0 Material in Footpaths	300	tons	3.50	1,050.00
Sprinkling	500	M-gals.	2.50	1,250.00
Preparation of Base	0.82	mile	275.00	225.50
1/2"-1/4" Material in Binder Course	330	cu.yds.	4.00	1,320.00
RC-800 Asphalt	42	tons	50.00	2,100.00
	Subtotal			$125,673.61
	10% Engr. & Cont.			12,566.39
			Total	$138,240.00

Length of Roadway - - - - - - - 0.824 Mile
Cost of Roadway per Mile- - - - $167,766.99

Federal Funds -	$ 87,000.00
State Funds -	25,620.00
County Funds- -	25,620.00
	$138,240.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
MAY 19 1964

FOR FILING

[illegible]

6397

March 23, 1964

Warren Northwest, Inc.
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 12 accepted your proposal for grading and stone base on N. E. 134th Ave.-N. E. 148th Ave. Section of FAS Rte. 730 (N. E. Halsey St.) in Multnomah County for the sum of $125,933.20 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6397.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAR 2 [illegible] 1964
FOR FILING

6397

MISC. CONTRACTS AND
AGREEMENTS NO. 2690

Salem, Oregon
March 17, 1964

FAS-C Construction Agreement
NE [illegible] Ave.-NE [illegible] Ave. Section
FAS 750, Multnomah County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an FAS-C construction agreement with Multnomah County covering the NE [illegible] Ave.-NE [illegible] Avenue section of FAS 750 in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Enc. 1

S-268(4) N.E. 134th Ave.-N.E. 148th 1964
Ave. Sec., FAS 730 (N.E. Halsey
#6398 St.) (Paving)

CSA 2736
CSA 2690

RECEIVED
AUG 5 - 1965

FOR FILE

S-268(4)

A

August 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Federal-Aid Project Acceptance

Dear Sir:

The State Highway Commission authorized acceptance of Contract No. 6393, N.E. 134th Ave.-N.E. 148th Ave. Section in Multnomah County, Federal-Aid Project No. S-268(4), July 15, 1965.

There were no State Force Orders authorized on this project. Attached are data listed below necessary for your acceptance of the project.

Laboratory Materials Certification
Statement of Underruns and Overruns
Construction Engineer's Statement
Monthly Project Cost Report (B-256)

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:lt

cc: C. H. Maison
F. D. Morgan
R. H. Chase

A

RECEIVED
JUL 20 1965
FOR FILING

S-268(4)

6398

July 20, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On July 19, 1965, we wrote to you concerning release of final payment on Contract No. 6398 awarded to Warren Northwest, Inc., for paving the N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730 (N. E Halsey Street) in Multnomah County.

Final payment on this contract is $2,506.33 and the total contract amount is $38,479.44, including $525.58 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Warren Northwest, Inc.
P. O. Box 7675
Portland, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
603 Panama Building
Portland 4, Oregon

C.H. Maison
Attn: John Herr

A

RECEIVED
JUL 16 1965
FOR FILING
S.268(4)
6398

July 15, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 7, 1965, on Contract No. 6398. The contract was with Warren Northwest, Division of Warren Brothers and was for paving on the N. E. 134th Avenue-N. E. 148th Avenue Section of the FAS 730 (N. E. Halsey Street) Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 15, 1965, and that you concur in this procedure at the Commission meeting on August 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: 6 - 12 - 65

SECTION:

SECTION PREFIX: 526 - 1014

HIGHWAY: F.A.S. #730 (NE Halsey St.)

COUNTY: Multnomah

NAME OF JOB: NE 134th Ave. - NE 148th Ave.

KIND OF WORK: Paving

CONTRACTOR: Warren Northwest, A Division of Warren Bros. Co.

CONTRACT NUMBER: 6398

FEDERAL AID PROJECT NUMBER: S - 268 (4)

DATE OF CONTRACT: March 23, 1964

DATE WORK STARTED: Sept. 23, 1964

ESTIMATED COMPLETION DATE: June 7, 1965

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 16 SUPERVISION: 1

SPECIFIED WORK DAYS: 15

WORK DAYS USED: 10

PERCENT OF TIME ELAPSED: 67%

PROJECT AUTHORIZATION: $ 41,920.18

ENGINEERING AUTHORIZATION: $ 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 41,920.18

ENGINEERING COST TO DATE: $ 0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,920.18

PERCENT OF AUTHORIZATION: 0 %

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

DATE PROJECT WAS COMPLETED: June 7, 1965

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.82
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.82
TOTAL ESTIMATED QUANTITIES (CONTRACT)					6707.9
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					6707.9
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					10

EQUIPMENT USED DURING THE WEEK:

One Blaw Knox Paver; One Rubber-tire Roller; One 10-ton Wheel; One Tandem-roller; One RS1 Distributor.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

CONSTRUCTION [illegible]
REC[illegible]
JUN 1 [illegible]
NOTED [illegible]

BEN GIFFORD

E

B.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Paved the north ½ of the street to the west end of the project. Set 3 monument boxes. Feather joints at side streets. Completed the project today, Monday, June 7, 1965.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED M.W. Whitfield

ADDRESS 2115 SE Morrison St., Portland, Ore. 97214

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 1 7 1964
FOR FILING

6391

MISC. CONTRACTS and
AGREEMENTS No. 2236

July 22, 1964

Agenda Item 4-e

Warren Northwest, Inc.
P.O. Box 7675
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Warren Northwest, Inc., a fully executed copy of an agreement between the State Highway Commission, Warren Northwest, Inc, Warren Northwest, a division of Warren Brothers Company, and Federal Insurance Company, consenting to assignment of contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 1, 1964

AGENDA
JUL 14 1964
4e

Oregon State Highway Commission

Gentlemen:

Warren Northwest, Inc., a corporation in dissolution by means of a merger with Warren Brothers Company, through agreement with the Federal Insurance Company, its surety, desires an assignment to Warren Northwest, Inc., a division of Warren Brothers Company of contractual obligations with the State of Oregon. Affected by the assignment will be Contract No. 6247, Anlauf-Elkhead Road Section, Douglas County; Contract No. 6272, Canby-Aurora Hill Section, Clackamas County; Contract No. 6397, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County; and Contract No. 6398, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County.

An agreement will be presented at the July 14 Commission meeting consenting to the assignment of the contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Your approval of this agreement is recommended and authority for the Secretary to sign the agreement for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
Forrest Cooper
State Highway Engineer

cc Floyd Query ✓
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

Ⓐ
7 COPIES TO BE SIGNED
By Secretary

Copies in [illegible]

M

FORM E-30 50M 9-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1964

SUBJECT: Assignment of Warren Northwest Contracts

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Building

In accordance with your request of April 30, 1964, for further action on assignment of Contracts 6247, 6272, 6397 and 6398, we are transmitting herewith 10 blue-backed copies of an assignment agreement to be signed by the old Warren Northwest, the new Warren Northwest, Federal Insurance Company (the surety) and by you on behalf of the State Highway Commission.

Additional copies may be obtained through this office.

John S. Irvin
JOHN S. IRVIN
Staff Attorney

JSI:jw
Attachments
cc: L.I. Lindas
F.C. McKinney

Floyd:
will you be placing on agenda.
JER

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MAY 19 1964
FOR FILING

March 23, 1964

Warren Northwest, Inc.
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, accepted your proposal for paving on N. E. 134th Ave.-N. E. 148th Ave. Section of FAS Rte. 730 (N. E. Halsey St.) in Multnomah County for the sum of $39,615, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6398. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 4-68	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. 4	4-15-64	PROJECT NO. S-268(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 134th Ave. to 148th Ave. Halsey St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-19-64	0.834
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 44,126.00	$ 27,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L.R. Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-268(4)

N.E. 134TH AVENUE-N.E. 148TH AVENUE SECTION OF
N.E. HALSEY STREET (FAS-730) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 26, 1964

Type Code 6201
Roadway (Sta. 135+75 to Sta. 179+23.58)(Contract 6398)

Class "B Asphaltic Concrete	7,000 tons	5.60	$39,200.00
Class "C" Asphaltic Concrete	7 tons	14.00	98.00
Asphalt in Tack Coat	4 tons	48.00	192.00
Setting Monument Boxes	5 only	25.00	125.00
			$39,615.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
	Subtotal		$40,115.00
	10% Engr. & Cont.		4,011.00
	Total		$44,126.00

Length of Roadway - - - - - - - - - - - -0.834 miles
Cost of Roadway per Mile- - - - - - - -$52,908.87

Federal Funds -	$27,700.00
State Funds -	8,213.00
County Funds- -	8,213.00
	$44,126.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31 laws 1920;
Chap. 529, laws 1939.

Funds for Maintenance: Chap. 529, laws 1939.

Misc. Contracts and
Agreements No.

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MAR 23 1964
FOR FILING

6398

Salem, Oregon
March 17, 1964

FAS-C Construction Agreement
NE 134th Ave.-NE 148th Ave. Section
FAS 730, Multnomah County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an FAS-C construction agreement with Multnomah County covering the NE 134th Ave.-NE 148th Avenue Section of FAS 730 in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Enc. 1

S-514(1) N.E. Lombard St. U'Xing & N.E. 1964
223rd Ave. O'Xing on Marine Dr.
#6399

C&A
2689

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NOV 30 1964

FOR FILING

[illegible]

6399

November 30, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California

Gentlemen:

On September 29, 1964, we wrote to you concerning release of final payment on contract #6399, awarded to Pacific Concrete Co., an Oregon Corp., for structures-grading the NE Lombard St. Undercrossing & NE 223rd Avenue Overcrossing on Marine Drive (FAS 647) in Multnomah County.

Final payment on this contract is $7,288.08 and the total contract amount is $123,289.08. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
608 Woodlark Bldg.,
Portland 5, Oregon

cc: Pacific Concrete Co.,
P. O. Box 7648
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 29 1964

6399

September 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 21 on Contract No. 6399. The contract was with Pacific Concrete Company and was for work on the N. E. Lombard Overcrossing and N. E. 223rd Street Undercrossing structures on Marine Drive (FAS 647) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 28, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 9317 & 9321

WEEK ENDING: 18 Sept 64

SECTION: N.E. Lombard O-Xing N.E. 223rd O-Xing

SECTION PREFIX: 526-1015

HIGHWAY: Marine Drive

COUNTY: Multnomah

NAME OF JOB: Marine Drive Structures

KIND OF WORK: Structures & Grading

CONTRACTOR: Pacific Concrete Co.

CONTRACT NUMBER: 6399

FEDERAL AID PROJECT NUMBER: S-514(1)

DATE OF CONTRACT: 23 Mar 64

DATE WORK STARTED: 1 April 1964

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 7 SUPERVISION: 1

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 99/100

PERCENT OF TIME ELAPSED: 99%

PROJECT AUTHORIZATION: $ 130,456.49

ENGINEERING AUTHORIZATION: $ None

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96%

EXCLUSIVE OF ENGINEERING: $ 130,456.49

ENGINEERING COST TO DATE: $

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 123,549.30

PERCENT OF AUTHORIZATION: %

ESTIMATED PERCENT: [redacted] UNDERRUN 5.4 %

DATE PROJECT WAS COMPLETED: 9-21-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
		91%	98%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 21 1964
NOTED ☑ ☑ ☐ ☐ ☑
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 14	9321 completed Slope Paving Stripping Deck, General Clean Up.
TUESDAY 15	General CleanUp & Placing Embankment
WEDNESDAY 16	Same
THURSDAY 17	Same
FRIDAY 18	Same.
SATURDAY 19	

REMARKS

SIGNED Ronald Haag for K. Wheatley

ADDRESS 2115 S.E. Morrison Portland

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 14	932' Completed Slope Paving Stripping Deck, General Clean Up.
TUESDAY 15	General Clean Up & Placing Embankment
WEDNESDAY 16	Same
THURSDAY 17	Same
FRIDAY 18	Same.
SATURDAY 19	

REMARKS

SIGNED Ronald Heng for K. Wheatley

ADDRESS 2115 S.E. Morrison Portland

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 11(1)4-69	FOR PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Multnomah
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. S-514(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Lombard St. & 223 rd. Ave. Marine Dr.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-19-64	0.023
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 137,316.00	$ 86,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L. R. Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 13, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-514(1)

[illegible]

[illegible]

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 30, 1964

[illegible]
[illegible] (Br. [illegible])(Sta. [illegible])(Contract [illegible])

General Excavation	160	cu.yds.	$ 1.50	$ 240.00
Shoring, Cribbing, etc.	All	Required		2,300.00
Structural Excavation	150	cu.yds.	10.00	1,500.00
Structural Excavation Below Elevation Shown	20	cu.yds.	10.00	200.00
Furnish Treated Timber Piling	1,680	lin.ft.	1.50	2,520.00
Drive Timber Piles	28	only	70.00	1,960.00
Drive Steel Shells	14	only	65.00	910.00
Class "A" Concrete Pile Filler	20	cu.yds.	30.00	600.00
Class "A" Concrete (106 cu.yds.)	All	Required		10,000.00
3' x 30' to 35' Prestressed Slabs	24	only	400.00	9,600.00
3' x 40' to 45' Prestressed Slabs	12	only	600.00	7,200.00
Metal Reinforcement (12,600 lbs.)	All	Required		1,600.00
Metal Parapet Railing	216	lin.ft.	7.00	1,512.00
Preparation of Slopes	300	sq.yds.	2.00	600.00
Concrete Slab Riprap	300	sq.yds.	7.50	2,250.00
				$ 42,992.00

[illegible]
[illegible] (Br. [illegible])(Sta. [illegible] to Sta. [illegible])(Contract [illegible])

Embankment in Place	11,330	cu.yds.	$ 0.75	$ 8,500.00
Shoring, Cribbing, etc.	All	Required		2,323.00
Structural Excavation	275	cu.yds.	3.00	825.00
Structural Excavation Below Elevation Shown	30	cu.yds.	5.00	150.00
Furnish Treated Timber Piling	3,000	lin.ft.	1.50	4,500.00
Furnish Steel Pile Shells	1,682	lin.ft.	5.00	8,410.00
Drive Timber Piles	40	only	55.00	2,200.00
Drive Steel Shells	18	only	65.00	1,170.00
Class "A" Concrete Pile Filler	34	cu.yds.	30.00	1,020.00
Class "A" Concrete (332 cu.yds.)	All	Required		25,000.00
35' to 40' Type II Prestressed Beams	27	only	400.00	10,800.00
Metal Reinforcement (71,500 lbs.)	All	Required		10,000.00
Metal Parapet Railing	234	lin.ft.	7.00	1,638.00
Preparation of Slopes	560	sq.yds.	1.00	560.00
Concrete Slab Riprap	560	sq.yds.	7.50	4,200.00
8-inch Metal Drain Pipe	130	lin.ft.	3.50	455.00
				$ 81,751.00

Subtotal	$124,833.00
10% Engr. & Cont.	12,483.00
Total	$137,316.00

Length of 2 Structures . . . . 0.023 Mile

Federal Funds	$ 86,500.00
State Funds	25,408.00
County Funds	25,408.00
	$137,316.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
MAY 19 1964
FOR FILING

March 23, 1964

Pacific Concrete Co., an Oregon Corporation
10401 N. E. Marx Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, accepted your proposal for the N. E. Lombard St. Undercrossing and N. E. 223rd Ave. Overcrossing on Marine Drive in Multnomah County for the sum of $124,833.00, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6399. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

RECEIVED
MAR 23 1964

FOR FILING

3-31
6899

MISC. CONTRACTS and
AGREEMENTS No. /

Salem, Oregon
March 17, 1964

FAS-C Construction Agreement
NE 223rd Ave. OverXing and
NE Lombard St. UnderXing Structures
FAS 647, Multnomah County.

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an FAS-C construction agreement with Multnomah County covering the NE 223rd Ave. OverXing and NE Lombard St. UnderXing structures on FAS 647 in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

S-513(1) Central Oregon College Access 1964
Rd. Proj., West of Bend (Curbs
#6400 & Oiling)

CVH
2606

fas 906
Death

OREGON STATE HIGHWAY DEPARTMENT FORM A-150 (3-64)	**HIGHWAY DEPARTMENT INVOICE**	**NO.** 84855

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-1[illegible]-[illegible]5	[illegible]		[illegible]-1[illegible]7-[illegible]7

NOTED
[illegible]ELL

Contract 6400
S-513(1)

Deschutes County
Courthouse
Bend, Oregon
Att: County Court

RECEIVED
JUN 11 1965
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Central Oregon College [illegible], [illegible]. Covered by agreement dated [illegible].			
County advance deposit		[illegible].00	
Less amount previously transferred		[illegible].00	
Balance advance deposit			3,[illegible].00
County share construction cost		5,[illegible]	
Less amount previously transferred		[illegible].00	
Balance due			1,[illegible].19
To be refunded			1,[illegible].81

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

file FAS 906
Desch Co

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON 97701

D. L. PENHOLLOW, COUNTY JUDGE
CHARLES L. PLUMMER, ROADMASTER

GEORGE F. BAKER, COMMISSIONER
G. W. McCANN, COMMISSIONER

RECEIVED
APR 28
ENGINEER
COUNTY & CITY DIVISION

April 27, 1965

NOTED
H. S. COX

NOTED
P. B. Aronsmeier

Mr. Howard S. Cox
County and City Relations
Oregon State Highway Department
Salem, Oregon

fas 906

NOTED
R. H. PRANGE

Dear Si:

I am enclosing for your interest a clipping from The Bulletin of April 22, 1965 regarding the College Way and Jones Road.

The Court isn't in any sense concerned about them not taking the College Way or the Jones Road. As far as we're concerned, we do not mind in any degree in keeping and maintaining these roads. In fact, I think that we would be better pleased to do it ourselves than to give the responsibility of such an investment as we have up there on that hill to the city and their careless attitude for the maintenance of the streets and roads. We have sent the crews up and cleaned out the drain basins on the sides of the road, and from all appearances they look to be real good. We are going to have them checked today by the man who is drilling for the State down under Franklin and Greenwood and see if they do really need any pushing through. But other than this, we think that they're just fine, and we're going to get a hold of Curl and take care of the edges of that road where they washed away. We're going to straighten it up and perhaps have to make a report on flood damage on it. But nevertheless, we're going to get it done regardless.

The only thing that I take issue with them—and I'm going to the commission meeting on May 5 to make my point—is that they slur the abilities and work of the Deschutes County and its road system in Deschutes County. This, of course, I can't stand for, and I won't without a protest, and of course I'm going to tell them that Deschutes County isn't ever going to offer them Jones Road or the College Way because we wouldn't want to be refused the second time. Once is just enough.

This came about by Charles naturally wanting to see who and when the maintenance of that road was going to be taken over inasmuch as the city had annexed both areas. The area around the Jones Road has been long ago annexed, and the city has supposed to have been maintaining it. We have not done a thing to it for a matter of a year and a half or two years. So, he was interested, of course, in exactly when they were going to take over the College Way. He called Puddy, and Puddy told him that they would get an opinion from the City Attorney. The City Attorney told him that a Resolution from the Court would be all that was necessary and then the commission could accept it. Inasmuch as they had already taken the Jones Road and maintained it, we supposed that they would probably do the same with the College Way, and inasmuch as they annexed the college site to the city through the only avenue they had, which was the College Way. However, this does not seem to be the case, and because this is their feelings, this is the way we will maintain it in the future.

I just wanted you to know how we felt about it, and how it all came about. We are not going to leave a wonderous road like that up on the hill and let it go to pot by city maintenance. And neither are we going to offer it again to them to maintain to be refused.

This is our position, and I wanted you to be clarified on this story of the whole thing.

Sincerely yours,

DESCHUTES COUNTY COURT

D. L. Penhollow dj

D. L. Penhollow
COUNTY JUDGE

dj

Enclosure 1

The Bulletin, Thursday, April 22, 1965

Why traffic

Snapshots 4-10-65
East side of [illegible] Rd.

Meeting actions

Bend municipal judge pro-tem designated by commissioners

Appointment of a municipal judge pro-tem, concurrence with a state traffic plan on E. Third Street and rejection of an offer of county roads within the city highlighted the Bend City Commission meeting Wednesday night.

Cash R. Perrine, Bend attorney, was appointed pro - tem judge by commissioners. The appointment was requested by Municipal Judge Wayne M. Thompson. In a letter to the commission, Thompson said duties of private practice may necessitate interruption in his judge duties. A judge pro-tem would minimize interruptions in municipal court.

Perrine and Thompson are law partners.

Commissioners concurred with a state proposal to reduce traffic accidents near the intersection of E. Third Street and Franklin Avenue. But they did not feel the city was financially able to share half of the $1,800 cost requested by the state.

New Light System

The proposal provides for two lanes of through traffic and a left turn lane for both north and south-bound traffic at the intersection. "Yield right - of-way" signs would be installed for converging southbound traffic from Franklin Avenue. Part of a small island at the area would be removed. A new lighting system governing through and turning traffic would be installed.

To create the two extra lanes, parking on both sides of the street from a point north of DeKalb Avenue to Greeley Avenue would be eliminated according to the plan. Commissioners agreed to this plan.

In other action, commissioners turned down a resolution from county officials giving the city College Way and Jones Road. The county made the offer since areas served by the two roads have been annexed into the city.

Roads Below Standards

Failure to approve a resolution accepting the roads resulted because city officials felt the roads were below city street standards. Commissioners felt the city did not have funds to improve the roads if they were accepted as streets.

Commissioners voted to remove the two - hour parking signs on three streets in Bend. Streets involved are Irving Avenue from Bond to Harriman Street; Harriman Street from Irving to Greenwood Avenue; and Hill Street from the Irving - Greenwood alley to Greenwood Avenue.

The vacation of the alley north of Franklin Avenue between E. Fifth and Sixth Streets was refused by commissioners. The group was hesitant to give up the land which runs into Juniper Park. They also wished to retain the utilities easement.

Ray LeBlanc and Carl Backstrom, Bend businessmen, were appointed to the city budget committee by Mayor Paul Reynolds.

RECEIVED
APR 28 1965
ENGINEER
COUNTY & CITY DIVISION

The Bulletin, Thursday, April 22, 1965

Why traffic

Snapshots 4-10-65
East Side of [illegible] rd.

VED
1965
NEER
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Ray LeBlanc and Carl Backstrom, Bend businessmen, were appointed to the city budget committee by Mayor Paul Reynolds.

RECEIVED
JUL 27 1964
FOR FILING

6400

July 23, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 9 on Contract No. 6400. The contract was with Babler Bros., Inc., and was for curbs and oiling on the Central Oregon College Access Road Section of FAS Route 906 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 23, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw hlb

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

D. L. PENHOLLOW, COUNTY JUDGE
CHARLES L. PLUMMER, ROADMASTER

FRED C. SHEPARD, COMMISSIONER
GEORGE F. BAKER, COMMISSIONER

July 10, 1964

NOTED
R. M. ALLIS

NOTED
R. B. Arensmeier

NOTED
DON HARWELL

Mr. R. H. Clark
Resident Engineer
Oregon State Highway Dept.
Bend, Oregon

NOTED
R. H. PRANGE

Re: College Road
F. A. S. 906

Dear Sir:

The Deschutes County Court this date made a final inspection for acceptance of the College Road. The Court wishes to report that the workmanship appears satisfactory, and would accept the College Road as a finished product.

At this time the County Court would like to take this opportunity to express their appreciation to the Oregon State Highway Department for the splendid cooperation in the construction of the College Road.

Very truly yours,

DESCHUTES COUNTY COURT

D. L. Penhollow
COUNTY JUDGE

CP:dj

cc. County Court
Road Dept.

Copy to:
Dean Swift
F.O. Morgan ✓
H.S. Coy

NOTED
R. JO

RECEIVED
JUL 16 1964
ENGINEER
COUNTY & CITY DIVISION

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:	WEEK ENDING: July 10, 1964	
SECTION: C.O.C. Access Road	SECTION PREFIX: 509-1067	
HIGHWAY: FAS Route 906	COUNTY: Deschutes	
NAME OF JOB: Central Oregon College Access Road	KIND OF WORK: Curbs and Oiling	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6400	FEDERAL AID PROJECT NUMBER: S-513(1)
DATE OF CONTRACT: April 7, 1964	DATE WORK STARTED: April 27, 1964	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS: 50	WORK DAYS USED: 47
PROJECT AUTHORIZATION: $ 36,019.13	ENGINEERING AUTHORIZATION $ 2,561.36	PERCENT OF TIME ELAPSED: 94
EXCLUSIVE OF ENGINEERING: $ 33,457.77	ENGINEERING COST TO DATE $ 1,900	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,597.87	PERCENT OF AUTHORIZATION 74 %	
ESTIMATED PERCENT: XXXXXXX UNDERRUN 14.5 %	DATE PROJECT WAS COMPLETED: July 9, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
none	100	none	None	None	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				0.98	
MILES PARTIALLY COMPLETED					
MILES COMPLETED				0.98	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				970CY 145T	
TOTAL QUANTITIES CORRECTED TO DATE				910CY 143.14T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				910CY 143.14T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY				1	
HOURS PER SHIFT				8	

EQUIPMENT USED DURING THE WEEK:

1 Service Truck

	WEATHER	HOURS DELAY	Workday Charged	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear	8	yes	Contractor working elsewhere
TUESDAY	Clear	0	yes	
WEDNESDAY	"	0	yes	
THURSDAY	"	0	yes	
FRIDAY				
SATURDAY				

NOTED
JOHN R. OAKES

JUL 13 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	Contractor cleaning up
WEDNESDAY	Contractor cleaning up
THURSDAY	Contractor completed final cleanup.
FRIDAY	
SATURDAY	

REMARKS

Project is complete and was inspected 7-10-64 by Deschutes County officials

Semifinal Estimate submitted to Division office 7-10-64.

Final Report.

SIGNED R. H. Clark R H Clark

ADDRESS P.O. Box 1249 Res. Eng'r.
Bend

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 513(1) 5-8	FOR R-2 (REV -64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Deschutes
PROJECT REPORT NO. 4		PROJECT NO. S-513(1)

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Bend City Limits N.W. 1 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-19-64	0.985
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,218.00	$ 22,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXBy A. M. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 24, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid Secondary
Project No. S-513(1)

CENTRAL OREGON COLLEGE ACCESS ROAD PROJECT

ON FAS 906 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 9, 1964

Type Code 3210
Roadway (Sta. 9+77.86 to Sta. 61+80)(Contract 6400)

8-inch Drain Wells, 25' deep	11 only	$135.00	$ 1,485.00
8-inch Drain Wells Below 25' deep	200 lin.ft.	5.00	1,000.00
8-inch Steel Well Casing	100 lin.ft.	5.00	500.00
Concrete Inlets, Type GB-1 Mod.	11 only	105.00	1,155.00
Concrete Curbs	350 cu.yd.	40.00	14,000.00
Preparation of Base	0.98 miles	900.00	882.00
3/4"-0 Material in Binder Course	210 cu.yds.	5.00	1,050.00
Furnishing and Placing Aggregates	760 cu.yds.	5.00	3,800.00
RC-250 Asphalt	65 tons	49.00	3,185.00
200-300 Asphalt	80 tons	47.00	3,760.00
Sprinkling	200 M-gals.	3.00	600.00
			$31,417.00

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
Signing	All Required	200.00
Testing Drain Wells	All Required	300.00
		$ 600.00

Subtotal	$32,017.00
10% Engr. & Cont.	3,201.00
Total	$35,218.00

Length of Roadway - - - - - - - - - - - - - -0.985 miles
Cost of Roadway per Mile- - - - - - - - - - - -$35,754.31

Federal Funds -	$22,100.00
State Funds -	6,559.00
County Funds -	6,559.00
	$35,218.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap.529,laws 1939
Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
APR 22 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

S-513(1)

6400 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Bend, Oregon
April 22, 1964

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

Deschutes County has completed the stone base on the Central Oregon College Access Road Project, Contract No. 6400, and the project is now ready for curb construction.

As defined in the contract under Completion Time Limit, the work day count on this contract will begin on April 28, 1964.

Very truly yours,

R. H. Clark

R. H. Clark
Resident Engineer

RHC/sja

C/ Floyd Query
L. H. Young
Frank Morgan
Dean Swift
Babler Bros. Inc.
P. O. Box 786
Redmond, Oregon

NOTED
FLOYD QUERY

RECEIVED
APR 23 1964
OREGON
STATE HIGHWAY COMMISSION

FORM B-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

RECEIVED
APR 21 1964
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Federal Aid Project No. S - 513 (1)

FAS Route No. 906

Name of Project Central Oregon College Access Road

County of Deschutes

This is to certify that that portion of the above project as constructed by Deschutes County has been constructed to accepted State standards. Any and all materials placed by the County have been properly compacted to approved width and depth. All materials incorporated within or produced for the project conform to applicable Oregon State Highway specifications.

APPROVED Dean Swift
Division Engineer

REFERRED TO
Walker
[illegible]

APPROVED
Construction Engineer

cc: H. S. Cox
G. W. Harra

Signed copies
CC - Cox
Harra
Young
} sent 4/21/64

CONSTRUCTION DIVISION
RECEIVED
[illegible] 1964
NOTED

OREGON STATE HIGHWAY DEPARTMEN

INVOICE

NOTED
P. B. Arensmeier

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-9-64	CC 860		509-1067-297

INVOICE NUMBER
81386

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Deschutes County
Courthouse
Bend, Oregon
Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			7,200.00
Partial transfer of advance deposit for Central Oregon College Access Road Project, FAS 906.			4,200.00
To be retained			3,000.00

RECEIVED
APR - 9 1964
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ....

By ....

NOTED
H. S. COX

NOTED

A 150 (REVISED 7-60)

RECEIVED
MAY 19 1964
FOR FILING

April 7, 1964

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on March 12, 1964, accepted your proposal for curbs and oiling on the Central Oregon College Access Road Project in Deschutes County for the sum of $31,417 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6400. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
P. B. [illegible]

NOTED
DON HARWELL

March 11, 1964

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

On March 10, a satisfactory bid was received from Babler Brothers, Inc., of Portland for constructing the Central Oregon College Access Road, FAS 906, in Deschutes County. As per the agreement between State and County, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items		$31,417.00
Anticipated Additional Items		
Testing Drain Wells	$300	
Permanent Signing	200	
Flagging	100	600.00
Eng'ring & Contingencies, 12-1/2%		4,002.13
ESTIMATED TOTAL COST.............		$36,019.13

County Advance Deposit
20% of $36,019.13 = $7,203.83 or Say $7,200.00

Please make this advance deposit in the amount of $7,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell
D. N. Harwell
Office Engineer

DNH:mm

cc: Charles Plummer, County Engineer

Deposit received
and Young notified
by phone 4-7-64 (a.m.)

RECEIVED
FEB 27 1964

FOR FILING

S-513(1)

[illegible]

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
February 26, 1964

FAS-C Construction Agreement
Central Oregon College Road
FAS 906, S-513(1)
Deschutes County

Mr. H.S. Cox
County & City Engineer

BUILDING

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an agreement with Deschutes County covering the Central Oregon College Road Section of FAS 906, S-513(1) in Deschutes County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Secretary

rn
Attach: 1

RECEIVED
JAN 23 1964
FOR FILING

January 22, 1964

Mr. Robert Wilmsen
Wilmsen, Endicott & Unthank, Architects
812 S. W. Washington Street
Portland, Oregon 97205

Dear Mr. Wilmsen:

Your January 9 letter directed to Mr. Forrest Cooper, Oregon State Highway Commission, asking for advice on crushed rock walkways and roadways on the Central Oregon College construction was referred to this office for reply.

The Oregon State Highway Department determines certain criteria which govern the final designed roadway depths. Among these are supporting value of the soil, traffic classification, and frost penetration. The approach road into this college was designed by our Soils Division for medium traffic (30 to 100 trucks per day) with construction trucks in mind and a frost penetration of 28 to 30 inches. Our standards for the soil type encountered, without consideration for frost, would call for 11 inches overall depth of surfacing.

However, where frost penetration is a factor, as in the Bend area, our standards also call for the total surfacing depth of frost-free material (less than ten per cent passing the 200 mesh screen) to equal one-half the frost penetration. Our final design for surfacing this approach calls for 15 inches total depth or one-half the frost penetration of 30 inches. This depth includes an 0-9 oil surface. Frost-free material may be selected from in place material (cinders, gravel, talus rock) or manufactured.

Our requirements for frost are directed toward surfacing depths which include a wearing course of either oil penetration, asphaltic mix, or portland cement concrete. Without one or another of these wearing courses, the requirements would be less critical. Also, without a wearing course, we call for the top two inches or leveling course to be crushed, well graded 3/4"-0 material. This size has proven to be, under most conditions, the most satisfactory for the purpose.

Our sidewalks, when built of concrete, are generally placed directly on the existing ground; when of asphaltic concrete, enough crushed rock (generally three inches or less) is called for to provide a level working floor; and when left "open", the overall depth is that required to "get out of the mud" (three to six inches). Sufficient fine material (½"-0 or ⅜"-0) is required to prevent undue ravelling and to support heel pressure.

We trust this information will be of benefit to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

GLD:fp: ajw

PLEASE RETURN TO
LLOYD P. SHAW

Architects WILMSEN
ENDICOTT
& UNTHANK

AMERICAN INSTITUTE OF ARCHITECTS

REFERRED TO
Shaw

Mr. Forrest Cooper
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

The Board of The Central Oregon College has directed me to contact The State Highway Commission to obtain expert advice from you or one of your engineers relative to crushed rock walkways and roadways.

On the Central Oregon College construction, due to lack of funds and also because of a continuing construction project, we have specified 6" of one inch minus crushed rock for student walkways and service roads. The one inch minus crushed rock is to be laid over a compacted base of cinders, which the contractor applied to facilitate his using these roadways as construction access roads. The crushed rock is to be rolled and packed now, and perhaps in our next construction stage, additional rock base will be added and compacted for asphaltic concrete surfacing.

At last evening's Board meeting in Bend, Mr. Stuart Shelk of Prineville, a Board member, recommended that 3" or less of the 1" minus crushed rock be used for walkways, and 4" or less be used for roadways.

Would you please give us the benefit of your experience?

Wilmsen, Endicott, & Unthank
Robert Wilmsen
Robert Wilmsen

9 January 1964
cc: Don Pence
Ernie Stienlecht

PORTLAND 5 OREGON 812 S.W. WASHINGTON CAPITOL 3-2607
EUGENE OREGON 863 THIRTEENTH AVENUE EAST DIAMOND 4-8432

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
P. B. Aronsmeier

MEMO TO J. W. NASH

Date: Jan. 21, 1964

FAS 906, DESCHUTES COUNTY **COLLEGE ROAD SECTION**

TERMINI: From a junction with FAS 784 near the west city limits of Bend northerly to Central Oregon College campus.

NOTED
R. M. ALLISON

PROPOSED WORK: Place an 0-9 oil mat 44' wide and construct curbs.

PROJECT LENGTH: 0.985 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$40,000	$24,000	$8,000	$8,000	(County)

EXISTING FACILITIES: Roadway graded and based by the county to a sufficient width to accommodate curbs and a 44' oiled surface. Curvature ranges from 3° to 8° maximum. Grades range -0.30% to -6.96%.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:
NORTH/~~[illegible]~~ END: Enter college campus area.

SOUTH/~~[illegible]~~ END: FAS 784.

PROJECT DATA: Construct a 44' 0-9 oil wearing surface and concrete curbs on a road graded and based by Deschutes County. The 44' section represents ~~[illegible]~~ two 12' travel lanes and two 10' shoulders.

RIGHT OF WAY: 80' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Serves a Community College, student, faculty, and service traffic.

NOTED
V. R.

VRJ:mm

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED REVISED

Section CENTRAL OREGON COLLEGE ROAD Highway F.A.S. 906 County DESCHUTES Prefix

Res. Engr. R.H. CLARK Approx. Length of Project 1.0 Miles. N. Sta. 9+77.86 to S. Sta. 62+31.63 Date 11-1-63

Frost Penetration - 30"± TYPICAL SECTIONS Traffic Classif. - MEDIUM

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
NOV 8 1963
ENGINEER
COUNTY & CITY DIVISION

3/4" 0-9 oil mat.

State Project

County to grade & place base.

14" of Selected Cinder Base. (To be processed by a Grid Roller.)

State Project

County to grade & place base.

(1)

Typical Soil

29 LL
0 PI
87 % P10
34 % P200
13 % Gravel
22 % C Sand
32 % F Sand
31 % Silt
2 % Clay
35 "R" Value
(Corrected)

~~[illegible] CLASSIF. [illegible] (0)~~

(1)
Silty Sand
(Pumice)

Revised Project Base Design submitted to change 0-11 oil mat to an 0-9 at the request of the County. Surfacing thickness increased to equal approximately ½ the frost depth. All samples of the subgrade were frost susceptible.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			3/4	0-9
			14	Base
	13½		14-3/4"	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc B.P.R.
~~Deputy~~ Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by for F. W. Yarbrough
Staff Assistant

Recommended by
Asst Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

PAVEMENT TYPE SELECTION

CENTRAL OREGON COLLEGE ROAD
F.A.S. 906
DESCHUTES COUNTY
Prefix - Not Assigned

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM — ANTICIPATED Present ADT 500 — PROJECTED 1980 ADT 800 — % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 30"± Annual ~~Rainfall~~ Precipitation 12"±

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: where constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.

7. Stage Construction: Not a problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not a factor

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County preference is for an oil mat.

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an ~~[illegible]~~ 0-9 Oil Mat was selected.

RECEIVED
NOV 8 1963
ENGINEER
COUNTY & CITY DIVISION

FAS 906
Desch Co

NOTED
R. H. PRANGE

. BNM

BND ACG 2 10-1-63

DEAN SWIFT

COLLECTION OF SURVEY MONEY FROM COUNTY IS IN KEEPING WITH PAST POLICY. SUGGEST YOU COLLECT FOR SERVICES RENDERED.

COX

7,.

NOTED
DON HARWELL

NOTED
H. S. COX

RECEIVED
OCT 1 1963
ENGINEER
COUNTY & CITY DIVISION

September 30, 1963

NOTED
H. S. COX

Mr. Dean Swift
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

NOTED
R. H. PRANGE

Re: College Road

Dear Sir:

Last week we discussed the proposal that the Highway Department could do some additional engineering work for Deschutes County on the access road to Central Oregon College, which is a F.A.S. project.

The work would involve rerunning the Center Line, changing one curve Sta PI-33+21.73 from a 10° to a $6^{\overset{7}{\circ}}$, levels and establishing new grade line for sub grade.

We would appreciate any assistance you may give us.

Yours truly,

Charles L. Plummer

Charles L. Plummer
DESCHUTES COUNTY ROADMASTER

CLP:dj
cc. Mr. H. S. Cox
County & City Relations Engineer

COPY

2-19-63

DESCHUTES COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 906, Central Oregon College Road, oil and curb, 1.0 mile, $40,000.

The proposed project extends from a county FAS route northeast of Bend to the new campus of the Central Oregon College. Placing of an O-11 oil mat 44 feet in width on a roadway graded and based by Deschutes County forces will be required. Storm drainage facilities and curbing throughout the section will also be included in the project.

Comm approved
3-14-63

63-b
2/19/63

2 19 · 62

DESCHUTES COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 906, Central Oregon College Road, oil and curb, 1.0 mile, $40,000.

The proposed project extends from a county FAS route northeast of Bend to the new campus of the Central Oregon College. Placing of an 0-11 oil mat 44 feet in width on a roadway graded and based by Deschutes County forces will be required. Storm drainage facilities and curbing throughout the section will also be included in the project.

Comm approved
3-14-63

63-b
2/19/63

NOTED
DON HARWELL

COUNTY ROAD FAS PROJECT DATA

1. Name of County Deschutes 2-13-63 FAS No. 906 NOTED H. S. COX
2. County Road Name [illegible]
3. Section Name ________ Length ________
4. Type of Project Curbs, Wearing Surface & Drainage
5. Survey to be done by: State ✓ County ________
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No ✓
Will it be furnished? Yes ✓ No ____
7. Wearing Surface: Type 0-9 0-11 Width 44 Shoulders Curbed.
8. Grading ~~& Drainage~~:
By County ✓ County Date of Completion ________ By Contract ____
9. Bottom Base Course:
By County ✓ County Date of Completion ________ By Contract ____
10. Leveling Course:
By County ✓ County Date of Completion ________ By Contract ____
11. Wearing Surface:
By County ____ County Date of Completion ________ By Contract ✓
12. Clearing:
By County ✓ County Date of Completion ________ By Contract ____
13. Is there any merchantable timber on right-of-way? Yes ____ No ✓
14. Will timber be reserved for owner? Yes ____ No ____
15. Will timber become property of contractor? Yes ____ No ____
Remarks This will be Curbed road So drainage should be desig catch basin & dry wells.

MATERIAL SOURCE -

16. Gravel ________ Quarry ________ Cinders ✓
17. Owner: County ________ State ________ Private ✓
18. Location: ________ Section ____ Township ____ Range ____ W.M.

CCR 61-2

2-13-63

19. Materials furnished by County: Borrow ✓ Select Topping____

Base Course ✓ Level Course ✓ Mineral Aggregates____

20. Miscellaneous Items: ____________________

Remarks: ____________________

FINANCIAL- -

21. Estimated Cost: $____________

22. Available FAS Funds: $ 90,000

23. Date Match Money is Available: Anytime

24. Will there be any 100% County Money? Yes____ No ✓

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: Spring 1964

Remarks____________________

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No ✓

28. Will right-of-way be acquired by: Resolution____ or Deed ✓

29. Should State prepare options? Yes____ No ✓

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No ✓

31. Should material source site be included in right-of-way descriptions?

Yes____ No ✓

32. Does project run inside city? Yes____ No ✓
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes ✓ No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks No utilities will have to be moved

UR 61-8

RAILROADS- - - - None -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: ________

37. Sight distance: ________(Left) ________(Right)

38. Number of trains ____________

39. Angle of intersection ____________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks ____________________

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No ✓

43. Will replacement by by: County________ Contract________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks ____________________

____

47. Is project contingent upon other factors? Yes____ No____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____________________

____

____

____

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

Deschutes County

Date 2/13/63

By D.L. Penhollow
County Judge

By ____________________
County Engineer

____
O.S.H.D. Field Engineer

CCR 61-8

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
December 6, 1962

Mr. F. W. Yarbrough
Soils Engineer

Proposed FAS Route and Project
Deschutes County

(Tentative FAS 906)

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Deschutes County plans to construct an access road to the new site of the Central Oregon College in the Bend area. The county intends to do the grading and placing of a cinder base with their own forces and will request an FAS project for placing curbs and oiling. Present plans are to begin grading this winter and to oil in the summer of 1964.

As the Highway Department will have to certify the base materials and construction to the Bureau of Public Roads prior to the construction of the FAS oiling project, it would be necessary for us to provide a base design and to check the material sources. Would it be possible to make the soils and material tests and provide the base design in the near future in order that we may advise the county prior to their grading operation?

A map showing the proposed road is attached.

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

cc: G. L. Decker

S-229(7) Alsea Mtn. Sec., Alsea Hwy. 1964
(Grading)
#6401

RECEIVED
NOV 16 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

-229(7)

4401

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 15, 1966

Mr. John Osburn
Attorney
1170 Pearl Street
Eugene, Oregon

Re: Schutt vs. Erickson Paving Co.
Our File PL 88

Dear John:

After your telephone call on the morning of November 14, where you advised that trial of the above case in Lane County Circuit Court was to be reset for February, because of a change of counsel for defendant, I learned that the Secretary of the Highway Commission, Floyd Query, had been subpoenaed to testify. I advised him to "return the money" which had been tendered to him with the subpoena in the amount of $16.20. Unfortunately, I did not specify that in all likelihood the money should be returned to your office.

It then turned out that Mr. Max Barhyte had also been served, and Mr. Query returned the two envelopes, each containing $16.20, directly to Erickson Paving Company. I am enclosing for your information a copy of his letter of transmittal. I did not learn of this development until after it had already occurred.

I do not know, of course, the nature of the financial arrangements between your office, Mr. Gressman's office, and Erickson Paving Company with regard to such expenses, but I trust that since a copy of this letter is being sent to all interested persons, a proper disposition of this refund can be made.

Because of the anticipated delay of some three months before trial, it would appear appropriate that if the defendant's then attorneys in Oregon wish to subpoena Messrs. Query and Barhyte, new subpoenas will be issued.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Enc.
cc: Floyd Query
Paul R. Gressman
Erickson Paving Co.
G. E. Rohde

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
NOV 14 1966
FOR FILING

S-[illegible]

[illegible]

November 14, 1966

CERTIFIED MAIL

Erickson Paving Company
14446 Sunset Highway
Bellevue, Washington 98004

Gentlemen:

Attached are two envelopes each containing $16.20 which you provided to me and to Mr. Barhyte in a subpoena to appear in the Lane County Circuit Court, 10 a.m., November 15, 1966.

The subpoenas were served on us this morning. Shortly after they were served, I talked to Mr. Johansen of our Legal Division, and he informed me that the trial had been postponed for two or three months.

We are, therefore, returning the money.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Attachments

cc Mr. Max Barhyte
635 18th Street, N.E.
Salem, Oregon

Mr. Alan Johansen

STATE OF OREGON }
COUNTY OF LANE } ss.

To Floyd Query, Room 132, State Highway Building, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON

You are hereby commanded to be and appear before the Circuit Court for the County of Lane, at the Court House, in Eugene, in said County, on the 15th day of November A. D. 1966, at 10:00 o'clock A. M. of said day, to give evidence in a cause wherein Schutt Construction Co., Inc. is the plaintiff, and Frickson Paving Company is the defendant, on the part of defendant, and bring with you all the books ~~Plaintiff, and~~ and records pertaining to State Highway Contract No. 6401, ~~Defendant, on the part of~~ Alsea Mt. Section of the Alsea Highway in Benton County, Oregon

Witness my hand and seal of Said Court, affixed at Eugene this 7th day of November, 1966

Ina Randolph Clerk

By /s/ Frieda Sayles Deputy

STATE OF OREGON }
COUNTY OF ~~LANE~~ Marion } ss.

I hereby certify that the above subpoena is a true and correct copy, and the whole thereof, of the original Subpoena.

THOMAS E. BACHELDER, Sheriff
MARION COUNTY Sheriff

By D. Eckley Deputy

C29-071-05

Floyd Ivory

Civil Subpoena

Plaintiff

vs.

Defendant.

Filed________________, 19____

____________________ County Clerk.

By ____________________ Deputy.

C29-071-06

STATE OF OREGON }
COUNTY OF LANE } ss.

I hereby certify that I served the within Subpoena within the said State and County, on the ________ day of__________, 19____, on the within named ____________________

____________________ Sheriff

(SEAL) By____________________ Deputy

STATE OF OREGON
COUNTY OF LANE } ss.

To Max Barhyte, State Highway Building, Salem, Oregon

Home Address: 710 N. E. 16th Street, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON

You are hereby commanded to be and appear before the Circuit Court for the County of Lane, at the Court House, in Eugene, in said County, on the 15th day of November A. D. 1966, at 10·00 o'clock A. M. of said day, to give evidence in a cause wherein Schutt Construction Co.,Inc. is the plaintiff, and Erickson Paving Company is the defendant, on the part of defendant, and bring with you all the books and ~~Plaintiff~~, and records pertaining to State Highway Contract No. 6401, Alsea ~~Defendant~~, on the part of Mt. Section of the Alsea Highway in Benton County, Oregon

Witness my hand and seal of Said Court, affixed at Eugene this 7th day of November, 1966 Ina Randolph Clerk

By /s/ Frieda Sayles Deputy

STATE OF OREGON
COUNTY OF ~~LANE~~ Marion } ss.

I hereby certify that the above subpoena is a true and correct copy, and the whole thereof, of the original Subpoena.

THOMAS E. BACHELDER, Sheriff
MARION COUNTY
Sheriff

By D. Eckley Deputy

C29-071-05

Map B

Civil Subpoena

Plaintiff

vs.

Defendant.

Filed________________, 19____

____________________ County Clerk.

By ____________________ Deputy.

C29-071-06

STATE OF OREGON }
COUNTY OF LANE } ss.

I hereby certify that I served the within Subpoena within the said State and County, on the ________

day of______________, 19____, on the within named ____________________

________________________________ Sheriff

(SEAL) By____________________________ Deputy

RECEIVED
OCT 18 1966

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6401

October 14, 1966

Mr. T. J. Starker
Forester
3664 Van Buren Street
Corvallis, Oregon

Dear Mr. Starker:

As further information regarding the alleged damage to your property by fire on the Alsea Mountain Section of the Alsea Highway, we have found through copies of correspondence in our files that the insurance company representing the contractor on this project is aware of this matter but had requested further information regarding it.

This further information was submitted to the insurance company from this office October 10, 1966, presuming that with this information the company would contact you in the near future. Should this not be the case, please advise this office and we will further endeavor to get this matter resolved.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc Morse Brothers
Safeco-Lifeco-General Insurance
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. L. MacIntyre

NOTED

RECEIVED
AUG 31 1966
FOR FILING

[illegible]

[illegible]

Received 1:15 PM Aug 26, 1966
Floyd Query

STATE OF OREGON }
COUNTY OF LANE } ss.

To Floyd Query, Room 132, State Highway Building, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON

You are hereby commanded to be and appear before the Circuit Court for the County of Lane, at the ~~Court House, in Eugene, in said County,~~ Room 132, State Highway Building, Salem, Ore. on the 29th day of August A. D. 1966, at 4:00 o'clock P. M. of said day, to give evidence in a cause wherein Schutt Construction Co., Inc. is the Plaintiff, and Erickson Paving Company ~~Plaintiff ---, and~~ is the Defendant, on the part of Defendant, and bring with you ~~Defendant ---, on the part of~~ all the books and records pertaining to State Highway Contract No. 6401, Alsea Mt. Section of the Alsea Highway in Benton County, Ore.

Witness my hand and seal of Said Court, affixed at Eugene this 24th day of August, 1966

INA RANDOLPH Clerk

By /s/ Frieda Sayles Deputy

STATE OF OREGON }
COUNTY OF ~~LANE~~ Marion } ss.

I hereby certify that the above subpoena is a true and correct copy, and the whole thereof, of the original Subpoena.

THOMAS E. BACHELDER, Sheriff
MARION COUNTY Sheriff

By Deputy

Deposition Taken 4PM 8-29-66
76

C29-071-05

RECEIVED
DEC 1 - 1965

FOR FILING

S-229 (7)

6401

December 1, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $2,520 will be made to Erickson Paving Company on Contract No. 6401 for grading the Alsea Mountain Section of the Alsea Highway in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $760,148.23 including the post-final payment. Of the total $34,432.21 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fxn

cc Erickson Paving Company
14446 Sunset Highway
Bellevue, Washington

C.H. Maison
Attn: John Herr

RECEIVED
NOV 24 1965
FOR FILING

S-230(1)

6491

November 9, 1965

#9

Erickson Paving Company
14446 Sunset Highway
Bellevue, Washington

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from July 1 to August 1, 1965, to complete Contract No. 6491 for grading on the Alsea Mountain Section of the Alsea Highway in Benton County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to July 15, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc R. D. Asburry
L. L. MacIntyre
F. D. Morgan
L. H. Young
C. H. Maison

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1965

SUBJECT: Extension of Time
Alsea Mountain Section
Alsea Highway
Contract No. 6401

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

BUILDING

Attached is a request from Erickson Paving Company, contractor on the subject contract for an extension of the specified completion date from July 1, 1965 to August 1, 1965 without the assessment of liquidated damages. This contract is governed by the 1954 Standard Specifications with all reasons except "strikes" deleted as justification for time extensions. The contractor's request cites the addition of extra work items to the contract work to repair slides and December 1964 flood damage.

The contract records for this project indicate that extra work orders and price agreements amounting to $65,448 were added to the original contract work. These force account orders covered work to be done in major slide correction work on both embankment and excavation areas and also covered necessary restoration work required as a result of damages suffered during the winter floods. These force account orders amounted to 8.76% of the original contract authorization. Applying this percentage to the total chargeable calendar days allowed under the contract special provisions justifies an extension of 26 penalty days.

This contract was awarded on April 23, 1964, work started May 4, 1964 and the project was completed July 15, 1965. This is 9 chargeable calendar days beyond the specified completion date of July 1 and amounts to $2,520 in liquidated damages based on the penalty rate of $280 per day.

Because of the necessary slide repair and flood repair work performed on the force account method, we recommend that the specified completion date be extended to July 15, 1965. This will eliminate all liquidated damages.

NOTED
F. B. KLABOE

This is a Federal-aid Secondary project and does not require specific Bureau of Public Roads concurrence. However, because of the restrictive clause in the special provisions in this contract they will not participate in any extension. This matter has been discussed with the Bureau of Public Roads' Area Engineer.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

RECEIVED
OCT 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1965
FOR FILING
[illegible]
[illegible]

October 19, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 9
November 4, 1965 meeting

Gentlemen:

Erickson Paving Company, contractor on the Alsea Mountain Section of the Alsea Highway in Benton County, Contract No. 6401, requests an extension of the specified completion date from July 1 to August 1, 1965, based on the addition of extra work items to repair slides and December 1964 flood damage.

The contract records for this project indicate that force account work amounting to 8.76 percent of the original contract authorization was added to the contract to repair major slides and flood damage. Utilizing this percentage against the calendar days allowed under the contract special provisions justifies an extension of 26 calendar days. The contract was completed July 15, 1965, which is nine penalty days beyond the specified completion date.

I recommend that the specified completion date be advanced to July 15, 1965, which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:jkk fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6401 Contractor Erickson Paving Company

Highway Alsea

Section Alsea Mountain

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED.* The reasons for such recommendation are as follows:

Records show extra work was performed on slides and flood damage restoration for a longer period than this recommended extension.

*To July 15, 1965.

Recommended for Approval:

R. D.
Division Engineer

for
Construction Engineer or Bridge Engineer

~~Assistant~~ State Highway Engineer

Contract No. 6401

Project designation S-229(7)
State-Federal

Date awarded April 23, 1964

Work started May 4, 1964

Per cent completed 100%

Specified Completion Date
~~No. of Workdays Allowed~~ July 1, 1965

Actual Completion Date
~~No. of Workdays Used~~ July 15, 1965

Extension Recommended to
~~No. of Added Workdays Requested~~ 7-15-65

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 1, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the time limitation ~~number of workdays~~ from July 1st days to Aug 1st days, within which to complete our Contract No. 6401, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

ERICKSON PAVING COMPANY
Contractor

By E V Erickson President

CONSENT OF SURETY

Date July 1, 1965

We, UNITED PACIFIC INSURANCE COMPANY, a corporation organized and existing under the laws of the State of Washington, having its principal office in Tacoma, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

B I Beeson
B. I. BEESON
Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
JUL 15 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

ERICKSON PAVING COMPANY . . . General Contractors
14446 SUNSET HIGHWAY · BELLEVUE, WASHINGTON · SHerwood 6-3200

July 1, 1965

Mr. L. L. MacIntyre, Resident Engineer
Oregon State Highway Department
1500 North 9th Street
Corvallis, Oregon 97330

Alsea Mountain Section of Alsea Highway
Contract 6401 - FAP S-229(7)

Dear Sir:

We, hereby, request an extension of one month to complete the above contract which would make date of completion August 1, 1965, instead of July 1, 1965.

Said extension of time is necessary because of extra work items added to the contract, namely: occurrence of major slides in both the excavation and embankment areas; and, the repair and clean-up of damage caused by the December 1964 storm.

The consent of our surety is indicated hereon.

Very truly yours,

ERICKSON PAVING COMPANY

R. W. Erickson

R. W. Erickson

RWE/vg
(3)

We, the undersigned, as surety for the above contract, do hereby give our consent to the above request.

UNITED PACIFIC INSURANCE COMPANY

By..........
JOHN C. BEESON-Attorney-in-fact

RECEIVED
JUL 15 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
SEP 14 1965
FOR FILING

S-229(7)

6401

September 14, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 7, 1965, we wrote to you concerning release of final payment on Contract No. 6401 awarded to Erickson Paving Company for grading the Alsea Mountain Section of the Alsea Highway in Benton County.

Final payment on this contract is $26,757.40 and the total contract amount is $757,628.23 including $34,432.21 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Erickson Paving Company
14446 Sunset Highway
Bellevue, Washington

cc
C. H. Maison
Attn: John Herr

RECEIVED
SEP 7 - 1965

FOR FILING

S-229 (7)

6401

September 3, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1965, on Contract No. 6401. The contract was with Ericksen Paving Company and was for grading on the Alsea Mountain Section of the Alsea Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective September 3, 1965, and that you concur in this procedure at the Commission meeting on September 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

srb bg

FORM [illegible] (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Alsea Mountain

WEEK ENDING: August 14th, 1965

SECTION PREFIX: 2 -1063

HIGHWAY: Alsea

COUNTY: Benton

NAME OF JOB: Alsea Mountain Section

KIND OF WORK: Grading

CONTRACTOR: Erickson Paving Co.

CONTRACT NUMBER: 6401

FEDERAL AID PROJECT NUMBER: S 229 (7)

DATE OF CONTRACT: April 23d, 1964

DATE WORK STARTED: May 4th, 1964

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 434

CALENDAR DAYS USED 449

SPECIFIED COMPLETION DATE: July 1st, 1965

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $ 981,595.57

EXCLUSIVE OF ENGINEERING: $ 911,793.22

ENGINEERING AUTHORIZATION: $ 69,082.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 780,000.00

ENGINEERING COST TO DATE: $ 83,900.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 14 %

PERCENT OF AUTHORIZATION: 122 %

DATE PROJECT WAS COMPLETED: July 15th , 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.22				
MILES PARTIALLY COMPLETED	1.22				
MILES COMPLETED	1.22				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,077,000	1180 CY			80 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,064,000	1200 CY			348 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,064,000	1200 CY			348 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			Work Completed
MONDAY	Clear & warm			Work Completed
TUESDAY	Fair & Warm			Work Completed
WEDNESDAY	Cloudy & warm			Work Completed
THURSDAY	Cloudy & Showers			Work Completed
FRIDAY	Clear			Work Completed
SATURDAY	Clear			Work Completed

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Work Completed
MONDAY	Work Completed
TUESDAY	Work Completed
WEDNESDAY	Work Completed
THURSDAY	Work Completed
FRIDAY	Work Completed
SATURDAY	Work Completed

REMARKS

Semi-final estimate turned in to Division Office.

FINAL REPORT

SIGNED E.B. MacIntyre LOCATION Corvallis, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
APR 7 - 1965
FOR FILING

S-229(7)

[illegible]

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 5, 1965

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: Original signed by M. E. Martin
M. E. Martin
District Engineer

Oregon Project S-229(7)
Alsea Mountain Section
Extra Work Order No. 5

As requested by Mr. Young's April 1, 1965 letter, our March 11, 1965 approval of the above-captioned extra work order is now supplemented with the understanding that the eligible portion may be converted by appropriate program action to the emergency program if and when additional emergency funds become available.

orig to Young
4-7-65

RECEIVED
MAR 30 1965

Form E-200—5M

FOR FILING

6401

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon Collection of project agreement if additional [illegible]
Date MAR 11 1965 M E Martin
Title Dist. Engineer
U.S. Bureau [illegible]

Project Name Alsea Mountain Section
Date Feb. 26, 1965
Highway Alsea
Contract No. 6401
County Benton
Prefix 2-1063
Contractor Erickson Paving Company
F. A. Project No. S-229(7)
Address 14446 Sunset Highway, Bellevue, Washington
Order No. 5 (Storm Damage)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Log removal, brush removal, remove stumps, timber, car bodies, etc. which washed down upon the partly constructed grade from higher elevations and outside of the clearing limits of contract. This material to be burned or disposed of in a manner satisfactory to specifications and requirement of engineer all consistent with the terms of the contract. This order also to include the removal of several slides created by extreme water condition following heavy rain and snow melt in latter part of December 1964. Also repair damaged upper end of 96" structural plate culvert at engineers Station 1017+50 (Alder Creek).

Location by station numbers:

1011+00 to 1075+50

Estimate of quantities and cost:

Equipment	$3,500.00
Labor	3,500.00
Material	1,000.00
Total	$8,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work was created by flood conditions during Christmas week 1964 flood and is extra and above Orders For Extra Work Numbers 3 and 4 covering slides and disposal work occurring during the progress of the work. This debris, etc., will have to be cleaned up prior to contractor building any further grade. This work was not anticipated, was caused by unusual conditions and not related to any work heretofore planned.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 981,595.57	
Present estimate of project cost, including $ 8,000.00 for work under this order	$ 981,595.57	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. MacIntyre
L. L. MacIntyre Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Office Engineer ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway Engineer~~

State Printing

Copy To Young
3-30-65

FORM E-128X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 23 1964
FILING

1402

CONSTRUCTION DIVISION
RECEIVED
SEP 10 1964
NOTED CE ACE ACE COE

September 9, 1964

Erickson Paving Company
14446 Sunset Highway
Bellevue, Washington

Subject: Alsea Mountain Section
Alsea Highway

Gentlemen:

This letter is to convey to you this office's concern regarding the progress, or rather the lack of progress on the subject project.

If the progress is maintained at its present rate, I can not see how the project can possibly be completed by the specified completion date. According to the contract, if the project is not completed by the completion date, July 1, 1965, a penalty is to be assessed. We do not like to assess this penalty to the contractors but must adhere to the contract.

According to the Field Engineer's weekly report, 20 per cent of the contract is completed, with 32 per cent of the time elapsed. This in itself does not show the complete picture, as the winter months are contained within the remaining time during which it is not expected that the contractor can perform much productive work due to the rainy conditions which prevail in this area.

It is not our prerogative to tell you how to operate your project but we believe that steps should be taken to increase the production on this project in an endeavor to complete it by the specified completion date. Any attention you can give to this matter will be appreciated by this office.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. L. L. MacIntyre

Copy to Shaw.
per Morgan

RECEIVED
JUL 2 1964
FOR FILING

6401

IN REPLY REFER TO

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

14.5a/14.3
9113

District Office
3550 Liberty Road, S.
P.O. Box 1237
Salem, Oregon

Edwards

Mr. [illegible]
Box 443
Philomath, Oregon

Subject: Oregon State Highway Department Contract No. 6401

Dear Mr. [illegible]:

This letter will serve as verification of permission granted to you on July 7, 1964, by Mr. [illegible] of this office to clear out existing old roads and to construct a new connecting road between your culvert site on Alder Creek at approximate Station 1017 of your project and approximate Station 1047 where you will connect with our existing Crooked Creek road.

You will note on your plan and profile sheets that the actual culvert location at Station 1017+50 is in Sec. 10, T. 13 S., R. 7 W., which is not U.S. Government property. Your construction between this point and approximate Station 1020+60 where you will enter Sec. 11, T. 13 S., R. 7 W., cannot be sanctioned by this agency.

This construction and clearing out of old roads will serve as a by-pass route for the Crooked Creek road and you have our permission to close or cut off the existing Crooked Creek road near its junction with existing State Highway 34.

It is understood that you will keep this by-pass route open at all times during your construction work, and that it will be maintained in a condition suitable for travel by fire-fighting equipment. It is further understood that you will still construct a new approach to the Crooked Creek road when grading has progressed to a point permitting this action.

Permission is also granted to deposit approximately 100 cubic yards of fill material (from the culvert site at Station 1025) on the small flat area approximately 200 feet right of Station 1043. You indicated that this material will, after draining, be replaced as fill at Station 1025. You may remove stumps from this area if necessary to facilitate this action.

Hunter what's this about

NOTED
T EDW S

returned from Hunter that it should go to Morgan. Sent to Morgan 7-16-64

Any authorizations granted by this letter apply only to those lands within Sec. 11, T. 13 S., R. 7 E., W.M.

If you have any further questions on these items, please contact this office.

Sincerely yours,

District Manager

cc: Oregon State Highway Dept.
Salem, Oregon

RECEIVED
JUN 9 - 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Section
Date [illegible], 1964
Highway
Contract No. [illegible]01
County [illegible]
Prefix [illegible]
Contractor [illegible] Company
F. A. Project No. [illegible](7)
Address [illegible]
Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Providing, furnishing, constructing, installing, maintaining and removal of "[illegible] signs".

Location by station numbers: Throughout project as needed.

Estimate of quantities and cost: Project authorization lists $100.00 for signing.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This [illegible] anticipated and is listed in the original authorization. "[illegible] signs" [illegible] under the provisions set forth in the insert titled "Supplemental General Provisions", paragraph [illegible]. 2 under "Signs, Barricades, Lights, — —", on page 3 thereof, and is modified in the [illegible] special provisions. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$9[illegible].57	
Present estimate of project cost, including $100.00 for work under this order	$[illegible].57	
Expected under-run over-run amount	$—	
Expected under-run over-run per cent	—	

Submitted by: [illegible]
Resident Engineer
E.L. Macintyre

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved [illegible]
Deputy State Highway Engineer or Assistant State Highway Engineer
OFFICE - By FAK.

State Printing

original To Young 6-9-64

RECEIVED
MAY 21 1964
FORM E-30X 80M 3-63 43606
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1964

SUBJECT: Alsea Mountain Section
Alsea Highway
Contract No. 6401

To: Mr. F. D. Morgan
Construction Engineer

Building

I have for reply your letter of May 12 with respect to the above contract and its assignment to a joint venture, consisting of Erickson Paving Company and A. L. Harding, Inc., of Stayton.

I believe this can be accomplished. However, since both of these companies are corporations, it will be necessary for each of the corporations to enter into a joint venture agreement in which they should set forth the intents and purposes of the joint venture. This should be signed by the officers of the respective corporations. In addition to the above, we should have copies of the minutes of the meetings wherein the directors or stockholders voted to enter into a joint venture and authorizing their respective officers to sign a joint venture agreement.

After the above documents are received, we will then be willing to prepare an assignment from Erickson Paving Company to Erickson Paving Company and A. L. Harding, Inc., of Stayton, as prime contractors on a joint venture.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
cc: R. D. Asburry
Floyd Query
L. I. Lindas

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

Form Approved; Budget Bureau ~~No. 41-R2689~~

MONTHLY TRANSACTION NO. 5-162	FO R-2 (RE 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Benton
		PROJECT NO. S-229(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 34 7 mi. E. Alsea E. 1.2 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-30-64	1.222
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 959,782.00	$ 604,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd T. Shaw

Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. N. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 7, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid Secondary
Project No. S-229(7)

ALSEA MOUNTAIN SECTION OF THE
ALSEA HIGHWAY IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1964

Type Code 0010
Roadway (Sta. 1011+00 to Sta. 1275+50)(Contract 6401)

Clearing and Grubbing	All	Required		$ 70,000.00
Drainage Excavation, Unclassified	5,100	cu.yds.	$ 3.50	17,850.00
Embankment Foundation Excavation, Unclassified	36,000	cu.yds.	0.60	21,600.00
General Excavation, Unclassified	1,041,000	cu.yds.	0.45	468,450.00
Short Overhaul	1,885,000	yd.sta.	0.01	18,850.00
Long Overhaul	21,000	C-yd.sta.	0.35	7,350.00
Finishing Roadbed and Slopes	1.22	miles	2,000.00	2,440.00
Rounding Cutbanks	4,700	lin.ft.	0.15	705.00
12-inch Culvert Pipe	100	lin.ft.	3.40	340.00
18-inch Culvert Pipe	360	lin.ft.	4.40	1,584.00
18-inch Metal Culvert Pipe	110	lin.ft.	4.40	484.00
30-inch Metal Culvert Pipe	1,350	lin.ft.	13.00	17,550.00
36-inch Metal Culvert Pipe	550	lin.ft.	16.80	9,240.00
66-inch Structural Plate Pipe, Sta. 1073+58	All	Required		20,000.00
96-inch Structural Plate Pipe, Sta. 1017+50	All	Required		18,000.00
Junction Boxes	5	only	500.00	2,500.00
Concrete Outlet Anchor Blocks	3	only	700.00	2,100.00
Concrete Anchor Blocks	2	only	200.00	400.00
Concrete Invert Lining	660	sq.yds.	10.00	6,600.00
6-inch Perforated Metal Drain Pipe	1,500	lin.ft.	2.10	3,150.00
8-inch Perforated Metal Drain Pipe	5,440	lin.ft.	2.80	15,232.00
Special Backfill in Drains	3,360	cu.yds.	8.00	26,880.00
18-inch Culvert End Sections	9	only	38.00	342.00
Metal Guard Rail	375	lin.ft.	4.00	1,500.00
Granular Bedding Material	320	cu.yds.	7.00	2,240.00
Loose Riprap	190	cu.yds.	10.00	1,900.00
Coarse Crushed Material in Base	900	cu.yds.	4.18	3,762.00
3/4"-0 Material in Base	280	cu.yds.	4.18	1,170.40
Sprinkling	1,580	M-gal.	2.50	3,950.00
Class "B" Asphaltic Concrete	80	tons	9.50	760.00
				$746,929.40
Flagging (57½% of Contractor's Cost)	All	Required		$ 500.00
Slide Removal	All	Required		100,000.00

Seeding and Mulching	All Required	12,500.00
Guide Signs	All Required	100.00
		$113,100.00

Utilities

Work by Consumers Power Inc.	All Required	$ 11,000.00
Work by Pioneer Telephone Co.	All Required	1,500.00
		$ 12,500.00
	Subtotal	$872,529.40
	10% Engr. & Cont.	87,252.60
	Total	$959,782.00

Length of Roadway - - - - - - - - - - - - - - 1.222 miles
Cost of Roadway per Mile- - - - - - - - - - - $785,418.98

Federal Funds - $604,000.00
State Funds - 355,782.00
$959,782.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939

RECEIVED
APR 30 1964
FOR FILING

April 29, 1964

Erickson Paving Company
1446 Sunset Highway
Bellevue, Washington

Gentlemen:

The State Industrial Accident Commission has informed us that your firm is not on record in their department. This is in reference to your low bid which you submitted on April 21, 1964, for the Alsea Mountain Section project in Benton County.

If you have not already done so, will you please secure the necessary registration material to establish an account with the State Industrial Accident Commission, Labor and Industries Building, Salem, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: Mr. W. W. Geibel
Employer Coverage Division
State Industrial Accident Commission
Labor and Industries Building
Salem, Oregon 97310

RECEIVED
FORM 100
APR 28 1964

FOR FILING

6481

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Erickson Paving Co.,
14446 Sunset Highway
Bellevue
Washington

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6481 for the following project:

Grading the Alsea Mt. Section of the Alsea Highway in Benton County.

This award was based on your low bid of $746,929.40 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
FEB 24 1964

FOR FILING

February 21, 1964

Mr. William C. Gary
Route 1, Box 11A
Alsea, Oregon

Dear Mr. Gary:

Reference is made to your letter of February 4 concerning our proposed highway work in front of your property in the Alsea Mountain area.

Our proposed construction will begin in the center of the existing highway and on the existing grade, approximately 100 feet northerly of your house. The grade begins to climb immediately to the north to get over the summit of Alsea Mountain. This grade requires that an extra lane be provided for the slow-moving, uphill traffic. This extra lane also begins at the beginning of our proposed project. In order to tie our new route into the existing highway and to provide this extra lane for vehicles moving slowly up the hill, it was necessary to fill below the existing roadbed onto your property.

The intent of the Oregon State Highway Department is to replace as much of the crooked road in the Alsea Mountain area as our funds permit. The road southerly from your house is straight for several hundred feet; therefore, we designed our proposed project to tie into this straight piece of road. We have reviewed our plans in the immediate vicinity of your property and feel confident that our proposed route is in the proper place.

We hope this letter will answer your questions and explain our reasons for the location of the proposed route.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer/

cc Forrest Cooper
R. L. Porter
F. D. Morgan
R. D. Asburry

DLT:bjm: ajw

William C. Gary
Rt 1, Box 11A
Alsea, Oregon

February 4, 1964

REFERRED TO
BY SECRETARY

REFERRED TO
BY DEPUTY STATE

Oregon State
Hiway Department
Salem, Oregon

Dear Sirs;

I have been watching your survey team drive the stakes on my property for the proposed hiway construction on State #34 between Alsea and Philomath, and I don't like what I see.

I have talked to the appraiser and I indicated that I wouldn't object, but I have changed my mind.. By coming below the road and building right up to my house, it will greatly hamper my efforts to sell the property as a residence if I ever decide to do so.

I do not see any reason for coming below the oldroad, as the construction wouldbe much easier and cheaper if you took the 80 ft above the present road. The road would also be straighter, as you are already above the road and it would be necessary for you to cross the ~~XXXXXXXX~~ old road to get the the area I am objecting to you taking.

I know you can take it over my objections, but I don't think you could ever convince any court that it was necessary, or the best plan to come below the road.

I am not trying to be difficult or hold you up. I jut want you to seriously consider changing your plans to the extent that you will keep the new construction above the old road.

I have lots of plans for the property below the road and it would always leave me in doubt of what would happen in the future if the edge was aimed right throughmy house just 50 feet short.

I thought I would let you knowmy feelings before you get too far along.

Porter

Sincerely,

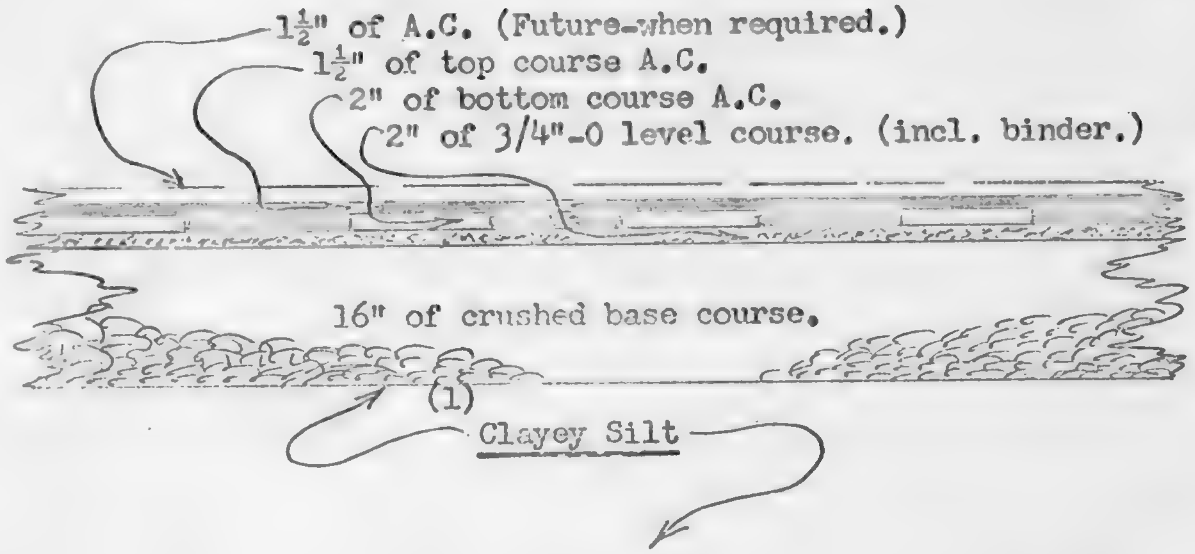
William C. Gary
William C. Gary

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

RECEIVED
NOV 18 1963
FOR FILING

Section ALSEA MTN
Highway ALSEA
County BENTON
Prefix 2-1486
Res. Engr. L.L. MacINTYRE
Approx. Length of Project 4.2 Miles.
Sta. 968±
to Sta. 1189±
Date 11-1-63

TYPICAL SECTIONS Traffic Classif. - HEAVY (LOGGING)


1½" of A.C. (Future-when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (incl. binder.)
16" of crushed base course.
(1)
Clayey Silt

(1)

Typical Soil	
52	LL
21	PI
96	% P10
73	% P200
4	% Gravel
3	% C Sand
20	% F Sand
47	% Silt
26	% Clay
10	"R" Value (Corrected)

AASHO CLASSIF. - A-7-5 (14)

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½ 2 16	AC Le Cr Base
21½		Future	21½ 1½	PRESENT AC
			23	FUTURE

Other Traffic Classif.	Required Total Thickness.
MEDIUM HEAVY	18"
MEDIUM	15"
LIGHT	11½"

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by F W Yarbrough
Staff Assistant ~~Soils Engineer~~

Recommended by N. L. Decker
Asst Construction Engineer

Recommended by
Engineer of Materials

Approved by
ASSISTANT ~~Deputy~~ State Highway Engineer

cc
B.P.R.
~~Deputy~~ Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

ALTERNATE ALTERNATE

Section ALSEA MOUNTAIN Highway ALSEA (FA 144) County BENTON Prefix 2-1486

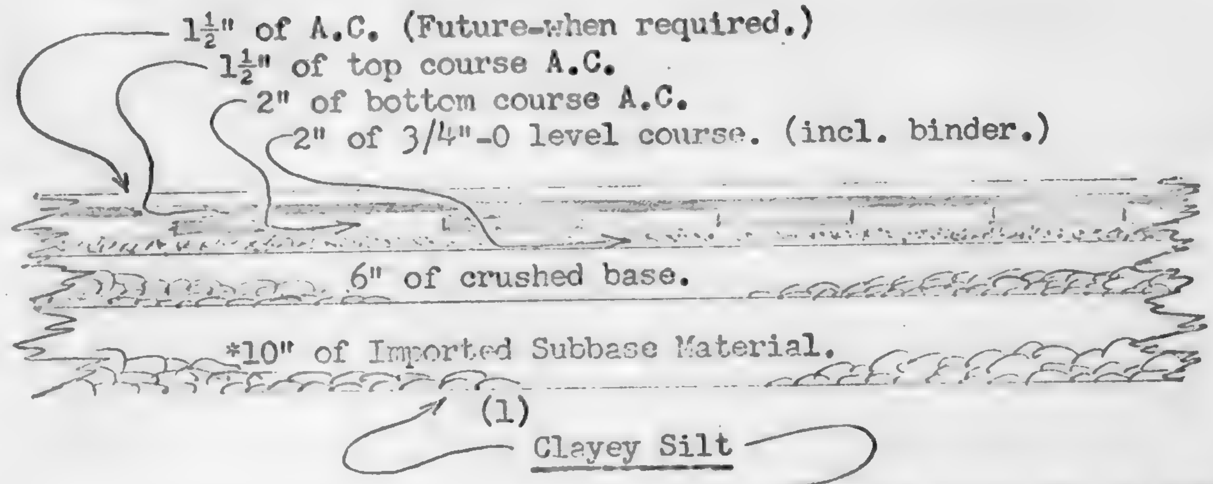
Res. Engr. L.L. MacINTYRE Approx. Length of Project 4.2 Miles. Sta. 968± to Sta. 1189± Date 11-1-63

TYPICAL SECTIONS Traffic Classif. - HEAVY (LOGGING)

(1)
Typical Soil

52	LL
21	PI
96	% P10
73	% P200
4	% Gravel
3	% C Sand
20	% F Sand
47	% Silt
26	% Clay
10	"R" Value (Corrected)

AASHO CLASSIF. - A-7-5 (14)


1½" of A.C. (Future-when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (incl. binder.)
6" of crushed base.
*10" of Imported Subbase Material.
(1)
Clayey Silt

*0-8% maximum P 200 sieve, and to meet all requirements for base except gradation.

Other Traffic Classif.	Total Thickness Requirements.
MEDIUM HEAVY	18"
MEDIUM	15"
LIGHT	11½"

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½	AC
			2	Level
			6	Cr Base
			10	ISM
21½		Future	21½	PRESENT
			1½	A.C.
			23	FUTURE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by
Staff Assistant

Recommended by
Asst. Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

B.P.R.
cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

PAVEMENT TYPE SELECTION

ALSEA MOUNTAIN SECTION
ALSEA HIGHWAY (FA 144)
BENTON COUNTY
Prefix 2-1486

Principal Factors Governing Selection

1. Traffic Classification: HEAVY Present ADT 700 1980 ADT 1330 % Heavy Vehicles 16
(NOTE: Increase classification one step for heavy logging use) (HEAVY LOGGING)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual Precipitation ~~Rainfall~~ 95"±

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4 and 6 an A.C. wearing surface has been selected.

RECEIVED
MAR 8 - 1963
FOR FILING

5-2691

6401

March 7, 1963

Oregon State Highway Commission

Gentlemen:

The survey on the Alsea Mountain Section of the Alsea Highway has been completed. A public hearing is not required.

The length of this section is 4.45 miles and there is enclosed a map for your information.

I recommend your approval of the survey and authority to purchase the necessary right of way.

This matter will be on the agenda at your March 14 meeting.

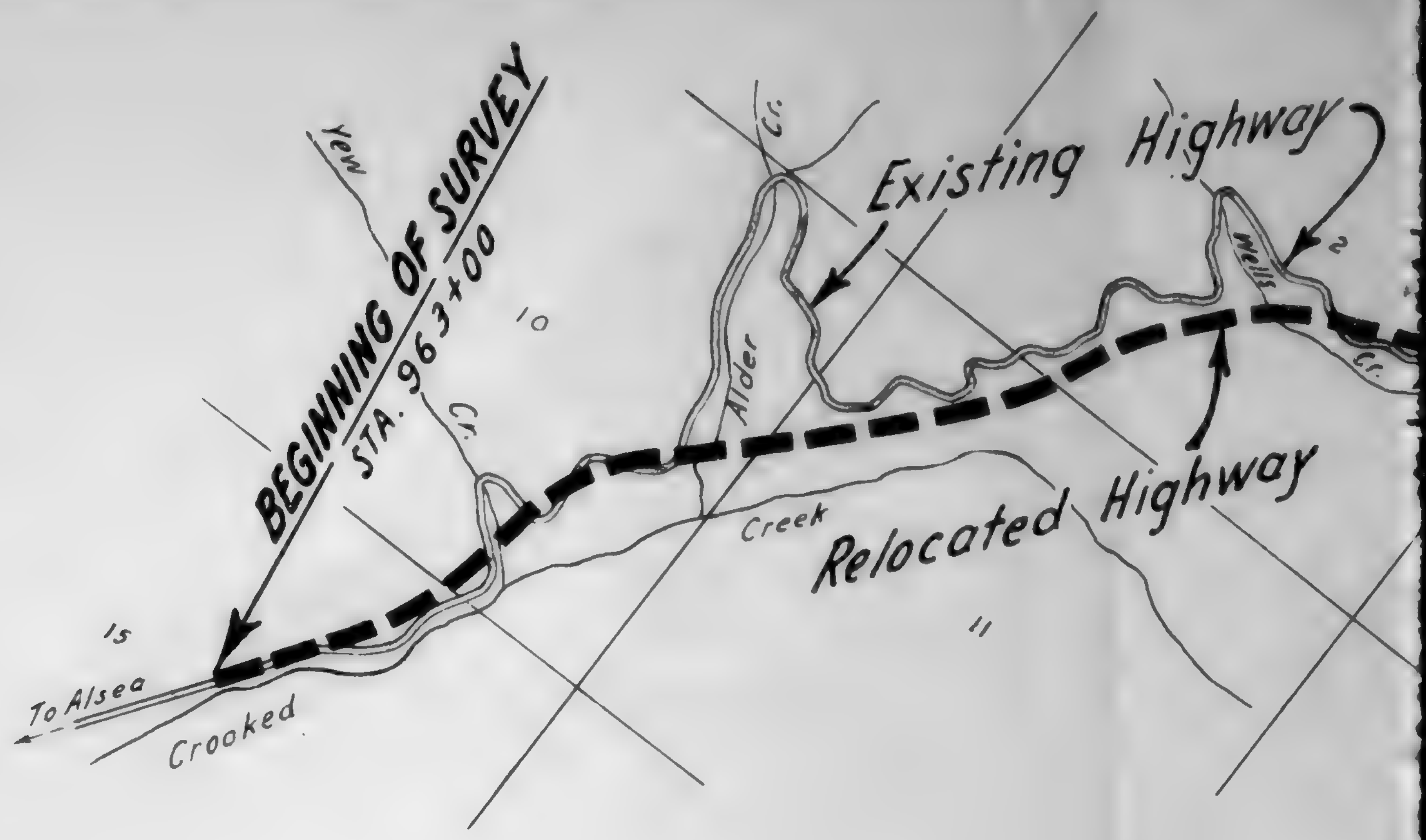
Very truly yours,

Forrest Cooper
State Highway Engineer

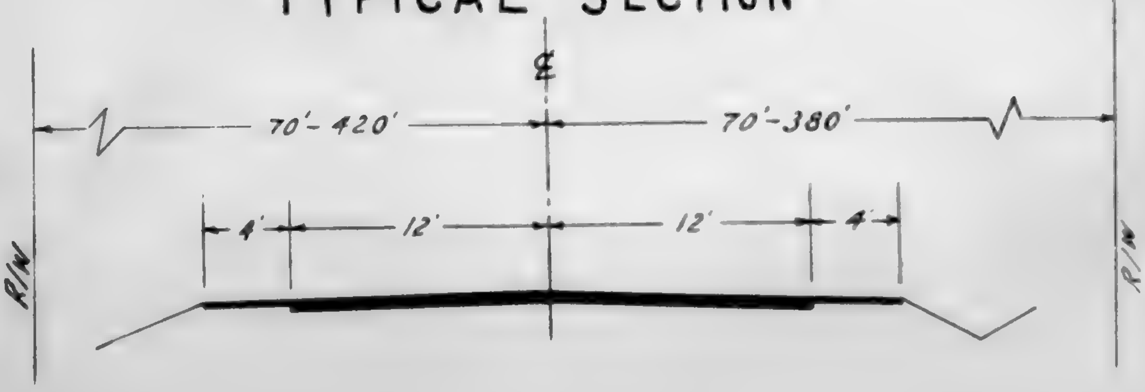
Enclosure

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

DJB:jd bbc


BEGINNING OF SURVEY
STA. 963+00
Yew
Cr.
10
15
To Alsea
Crooked
Creek
Alder
Cr.
Existing Highway
Relocated Highway
Wells
Cr.
2
11

TYPICAL SECTION

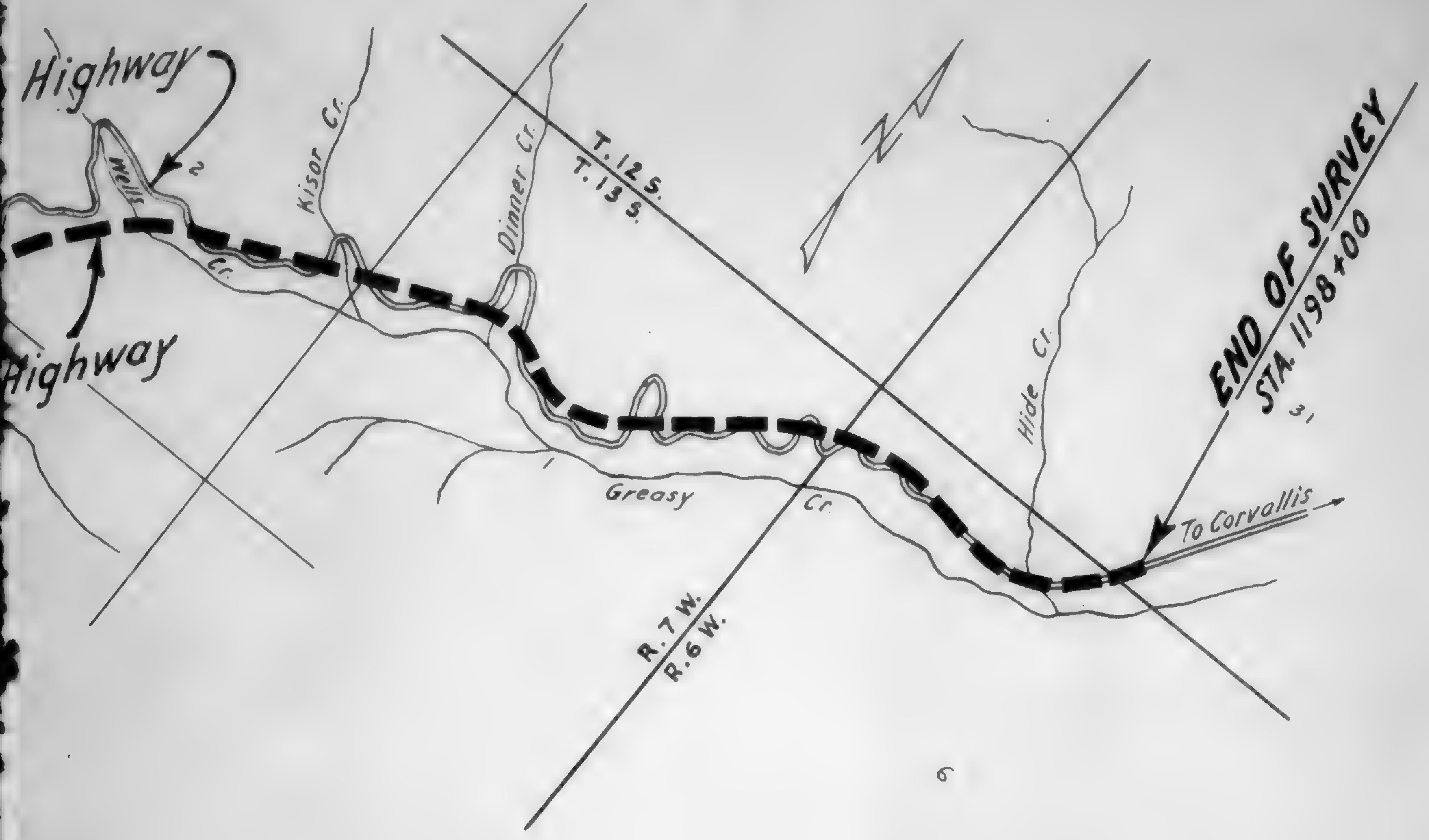

℄
70'-420'
70'-380'
4'
12'
12'
4'
R/W
R/W

Public Hearing _None requ
System Action
County _None requ
State Highway Commission
Bureau of Public Roads
Throughway Resolution __N
Access Control __ Limite

APPROV

DEPUTY STATE HIGHWAY
Date: MAR 6 - 1963

4.45 Mi.


Highway
Wells
2
Kisor Cr.
Dinner Cr.
T.12 S.
T.13 S.
Cr.
Highway
END OF SURVEY
STA. 1198+00
31
Hide Cr.
1
Greasy
Cr.
To Corvallis
R.7 W.
R.6 W.
6

None required _ _

None required _ _

hway Commission _None required_

F Public Roads _None required_

esolution _ _None required_ _

ol _ _ _Limited_ _ _ _ _ _

APPROVED

Y STATE HIGHWAY ENGINEER

ate: MAR 6 - 1963

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ALSEA MOUNTAIN SECTION

ALSEA HIGHWAY

BENTON COUNTY

Scale: 1" = 2,000' Feb., 1963

DRG.NO. 1R-5-1642

For details see Drg. No.

105-1057 Pittsburg-Mile Br., S. Unit, 1964
& Vernonia-Beaver Cr. Secs.,
#6402 Nehalem Hwy. (Paving)

RECEIVED
DEC 3 1964

FOR FILING

Salem, Oregon
December 3, 1964

James W. Cochell
Resident Highway Engineer

Increase in Project
Authorization

This is to advise you that at its meeting of Nov. 24, 1964, the Highway Commission approved an increase of $7,461.88 in project authorization on Contract No. 6402, Pittsburg-Mile Bridge, S. Unit, and Vernonia-Beaver Creek Sections of the Nehalem Highway in Columbia County, confirming Chairman Jackson's prior approval.

The new authorization for construction is $64,326.25.

L. H. Young
Office Engineer

[redacted]
cc: A. E. Johnson

RECEIVED
NOV 5 - 1964
FOR FILING

6402

November 4, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 21, 1964, we wrote to you concerning release of final payment on contract #6402, awarded to Stevenson Rock Products Co., for paving-rock production on the South Unit of the Pittsburg-Mile Bridge & Vernonia-Beaver Creek Sections of the Nehalem Secondary Highway in Columbia County.

Final payment on this contract is $5,438.53 and the total contract amount is $120,867.82, including $807.24 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Stevenson Rock Products Co.,
P. O. Box 206
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 30 1964

FOR FILING

[illegible]

6402

Salem, Oregon
October 29, 1964

Mr. L. H. Young
Office Engineer

BUILDING

Reference is made to a letter by the Highway Engineer to the Highway Commission dated October 13 which has to do with a request for an additional authorization on Contract No. 6402, the Pittsburg-Mile Bridge, South Unit and Vernonia-Beaver Creek paving and rock production project on the Nehalem Highway in Columbia County.

On October 28, Chairman Jackson approved the overrun so that the contractor may be paid. The matter will be confirmed at the November 24 Highway Commission meeting.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

FORM E-123X 80M 12-6

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 13, 1964

Approved by Gl. Jackson by phone 10/28/64 P.L.P.

AGENDA
NOV 24 1964

Oregon State Highway Commission

[illegible]

Gentlemen:

An overrun of the original project authorization on Contract No. 6402, the Pittsburg-Mile Bridge, South Unit and Vernonia-Beaver Creek paving and rock production project on the Nehalem Highway in Columbia County is anticipated. Stevenson Rock Products Company, of Salem, is the contractor.

The original project authorization was $122,889.37. The present anticipated cost is $130,351.25, indicating an overrun of $7,461.88, or 6.07 per cent.

The major reason for the overrun is due to the addition of street widening work in the city of Vernonia and increased quantities required to raise the roadbed crown to provide a standard crown section.

This request for an additional authorization will be presented to you at the November 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc Floyd Query ✓
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1964

SUBJECT: Over-run of Project Authorization
Pittsburg-Mile Br., So. Unit and
Vernonia-Beaver Creek Sections
Nehalem Highway
Contract No. 6402

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a "Report on Expected Over-run of Project Authorization" on the subject contract. This project for paving and rock production is under contract to Stevenson Rock Products Company of Salem.

The original project authorization was $122,889.37. The present anticipated cost is $130,351.25, indicating an over-run of $7,461.88, or 6.07%.

The reason for the over-run is due primarily to the addition of the street widening work in Vernonia and the extra material required to raise the roadbed to a standard crown. This work caused an increase of $2,168.25 in shoulder material costs and $5,829.43 in asphaltic concrete costs.

The street widening work in Vernonia was necessary in order to pave out to the new curb sections which the City had constructed.

It is recommended that the project authorization be increased by $7,461.88, from $122,889.37 to $130,351.25.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DES:bjm
Attachments

cc: L. H. Young

Form E-256—7-62

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJE

Overrun & Underru

Section Pittsburg-Mile Br., So. Unit, & Vernonia-Beaver Creek
County Nehalem
Work done t Specified

Kind of work Paving and Rock Production
Highway Columbia

Contractor Stevenson Rock Products Co.
Date of award April 23, 1964
Estimated da

Item	Unit	Unit Price		Original Authorization			Estimate Corrected to Date			Performed
				Quantity	Amount		Quantity	Amount		Quantity
1. 3/4" - 0 Material in Shoulders	cu.yd.	$ 5	25	500	$ 2,625	00	91.3	4,793	25	
2. Sprinkling	M-gal.	4	00	15	60	00	16	64	-	
3. Asphaltic Concrete Mixture	ton	6	50	4,700	30,550	00	5,329.605	34,642	43	
4. Asphalt in Mixture	ton	30	00	270	8,100	00	327.9	9,837	-	
5. RS-1 Asphalt	ton	55	00	5	275	00	3.59	197	45	
6. Guide Posts, W-1	only	8	50	100	850	00	100	850	-	
7. 1-1/2" - 0 Crushed Materials in Stockpile	cu.yd.	2	50	2,000	5,000	00	2,044.08	5,110	20	
8. 3/4" - 0 Crushed Materials in Stockpile	cu.yd.	2	60	3,000	7,800	00	3,383.61	8,797	39	
9. 1/2" - 1/4" Crushed Materials in Stockpile	cu.yd.	2	85	6,500	18,525	00	6,937.95	19,773	16	
10. 1/4" - #10 Crushed Materials in Stockpile	cu.yd.	3	15	3,000	9,450	00	2,824.32	8,896	61	
11. 1/4" - 0 Crushed Materials in Stockpile, Grade "A"	cu.yd.	3	00	2,000	6,000	00	2,137.48	6,412	44	
12. 1/4" - 0 Crushed Materials in Stockpile, Grade "B"	cu.yd.	3	50	5,500	19,250	00	6,014.39	21,050	37	
(Subtotal, Contract Bid Items)					$108,485	00		120,424	30	
Flagging E.W.C. #1					750	00		804	93	
Contingencies					4,915	57				
Engineering					8,738	80		9,500	-	
Credit - Time Penalty	Day	4	00				9	318	-	
Credit for Maintenance Rock					66,025	00				
Authorization for Construction					$ 56,864	37		130,351	25	

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b) 6.07%

HWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Overrun & Underrun Request

Sheet 1 **of**

ty Nehalem
way Columbia
of award April 23, 1964

Work done to Aug 28
Specified Completion (8,500 Cr.Rk. 7-1-64
(All 9-1-64
Estimated date of completion

Estimate No.
Contract No. 6402
Job prefix 105-1057

uthorization		**Estimate Corrected to Date**			**Performed to Date**			Overrun **To ~~Complete Project~~**			Underrun **~~Performed Since Last Estimate~~**		
Amount		**Quantity**	**Amount**		**Quantity**	**Amount**		**Quantity**	**Amount**		**Quantity**	**Amount**	
$ 2,625	00	41.3	4,793	25				4.13	268	25	✓		
60	00	16	64	-				1	4	-			
30,550	00	5,329.605	34,642	43				629.605	4,092	43	✓		
8,100	00	327.9	9,837	-				57.9	1,737	-	✓		
275	00	3.54	197	45							1.41	77	55
850	00	100	850	-				0	0		0	0	
5,000	00	2,044.08	5,110	20				44.08	110	20			
7,800	00	3,383.61	8,797	39				383.61	997	39			
18,525	00	6,937.95	19,773	16				437.95	1,248	16	✓		
9,450	00	2,824.32	8,896	61							175.68	553	39
6,000	00	2,137.48	6,412	44				137.48	412	44			
19,250	00	6,014.39	21,050	39				514.39	1,800	39	✓		
$108,485	00		120,424	30					12,570	26		630	94
750	00		804	93					54	93			
4,915	57												
8,738	80		9,500	-					761	20			
		9	378	-				9 -	~~378~~		9	- 378	-
66,025	00												
$ 56,864	37		130,351	25					13,386	39		1,008	94

(b) 6.07%

……………………………………, **Engineer in Charge**

RECEIVED
DEC 4 - 1964

Form No. E-872—10M—7-55

OREGON STATE HIGHWAY DEPARTM

Report on Expected Over-run of Project Authorization

Project Name Pittsburg-Mile Br., S. Unit, & Vernonia - Beaver Creek   Date September 24, 1964, 19

Highway Nehalem   Contract No. 6402

County Columbia   Kind of Work Paving & Rock Prod.   Contractor Stevenson Rock Products Co.

Contract Amount $ 108,404.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
1. 3/4"-0" Mat'l. in shoulders	+ 413 c.y.	$5.25	$ 2,168.25
3. Asphaltic Concrete Mixture	+ 629.605 T.	6.50	4,092.43
4. Asphalt in Mixture	+ 57.90 Tons	30.00	1,737.00
9. ½"-¼" Cr. Mat'ls. in Stockpile	+ 437.95 C.Y.	2.85	1,248.16
12. ¼"-0" Cr. Mat'ls. in Stockpile	+ 514.39 C.Y.	3.50	1,800.39

Minor items, unitemized algebraic total Overrun 893.09

Subtotal $ 11,939.32

Approved work orders (Price, extra work and state force orders) $ 750.00

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized: E.W.O. #1. Flagging	+ $ 54.93

Minor items, unitemized algebraic total

Subtotal $ 54.93

Authorization for engineering $ 8,738.80

Expected over-run or under-run of engineering authorization Overrun $ 761.20

Costs not included above (explain) $

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions Time Penalty Minus $ 378.00

Present estimate of project cost $130,351.25

Brief Statement of principal causes of over-run: The overrun of the construction items was caused, primarily by the addition of the street widening within the City of Vernonia. The overrun of the stockpile quantities was due to the very small area upon which to pile the rock. The small area caused the piles to be excessive in heighth and made it almost impossible for the contractor to work the pile and estimate the quantity hauled.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$122,889.37
Present estimate of project cost	$130,351.25
Expected over-run (Amount)	$ 7,461.88
Expected over-run (per cent)	6.07%

Space to right of this line is for use of Salem office.

Submitted by: James W. Cockell, Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

FORM E-1 (REV 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER	WEEK ENDING: September ~~12~~ 19, 1964	
SECTION Pittsburg-Mile Br. & Vernonia-Beaver Creek	SECTION PREFIX 105-1057	
HIGHWAY Nehalem	COUNTY Columbia	
NAME OF JOB Pittsburg-Mile Br., S. Unit & Vernonia-Beaver Creek	KIND OF WORK Paving and Rock Production	
CONTRACTOR Stevenson Rock Products Co.	CONTRACT NUMBER 6402	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 23, 1964	DATE WORK STARTED May 1[illegible], 1964	ESTIMATED COMPLETION DATE Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS Calendar 131	WORK DAYS USED Calendar 127
PROJECT AUTHORIZATION: $ 122,889.37	ENGINEERING AUTHORIZATION $ 8,738.80	PERCENT OF TIME ELAPSED 96.9
EXCLUSIVE OF ENGINEERING: $ 114,150.57	ENGINEERING COST TO DATE $ 9,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING. $ 120,849.23	PERCENT OF AUTHORIZATION 108.7 %	
ESTIMATED PERCENT OVERRUN UNDERRUN 5.87 %	DATE PROJECT WAS COMPLETED August 28, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L PROD	Guide Posts
				100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.47			2.47
MILES PARTIALLY COMPLETED					
MILES COMPLETED		2.47			2.47
TOTAL ESTIMATED QUANTITIES (CONTRACT)		500	22,000		4,700
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		913	23,342		5,330
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Rain A.M. Clearing P.M.		
TUESDAY	Fair		
WEDNESDAY	Clear		
THURSDAY	Showers		
FRIDAY	Clear		
SATURDAY			

NOTED

SEP 21 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	
MONDAY 14	No work
TUESDAY 15	
WEDNESDAY 16	"
THURSDAY 17	"
FRIDAY 18	"
SATURDAY 19	

REMARKS

Semifinal is being delivered to Division Office as of this date.

James W. Cochell

SIGNED James W. Cochell Res. Engineer

ADDRESS P.O. Box 282, Beaverton, Oregon 97005

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 2 1 1964
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September 18, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 28 on Contract No. 6402. The contract was with Stevenson Rock Products Co. and was for paving and rock production on the Pittsburg-Mile Bridge, South Unit, and Vernonia-Beaver Creek Section of the Nehalem Highway in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective Septembdr 18, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPSbbc

FORM E-133

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[illegible]

[illegible]

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Stevenson Rock Products Co.,
P. O. Box 286
Salem
Oregon

Gentlemen:

The State Highway Commission on **April 23, 1964,** awarded to you State Highway Contract No. **6492** for the following project:

Paving the Pittsburg-Mile Bridge South Unit & Vernonia-Beaver Creek Section of the Nehalem Highway in Columbia County.

This award was based on your low bid of **$108,485.00** which was submitted to the Commission on **April 21, 1964,** for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

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APR 7 1964
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[illegible]

6403

April 6, 1964

Mr. Lester Sheeley, Manager
Nehalem Valley Development Corp.
Joy Theater Building
705 Bridge Street
Vernonia, Oregon

Dear Mr. Sheeley:

The attached small scale map and typical section show the proposed limits and type of work to be done on the Nehalem Highway near Vernonia. I believe this is the work to which you refer in your April 2 letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

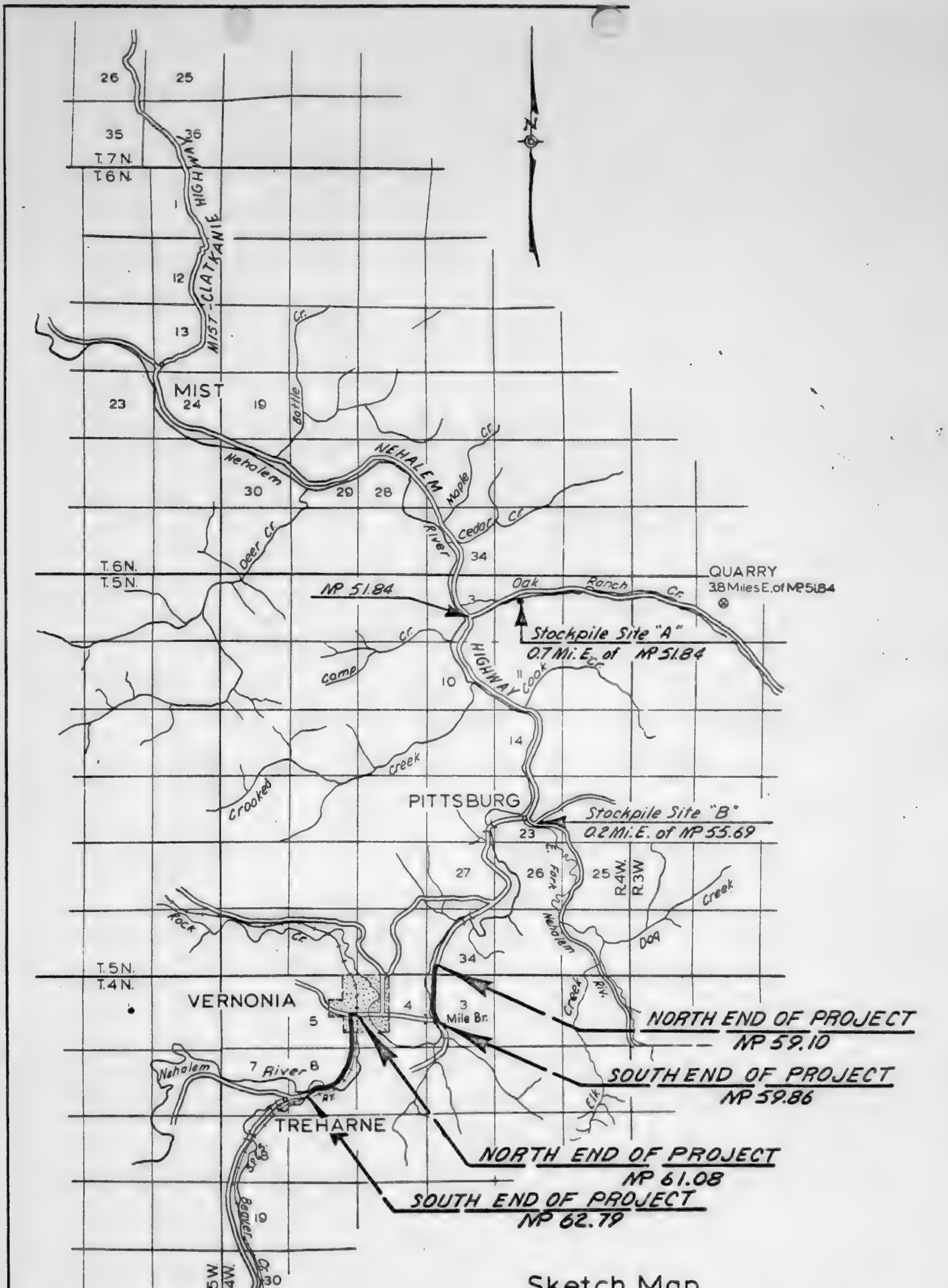
By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter



Sketch Map

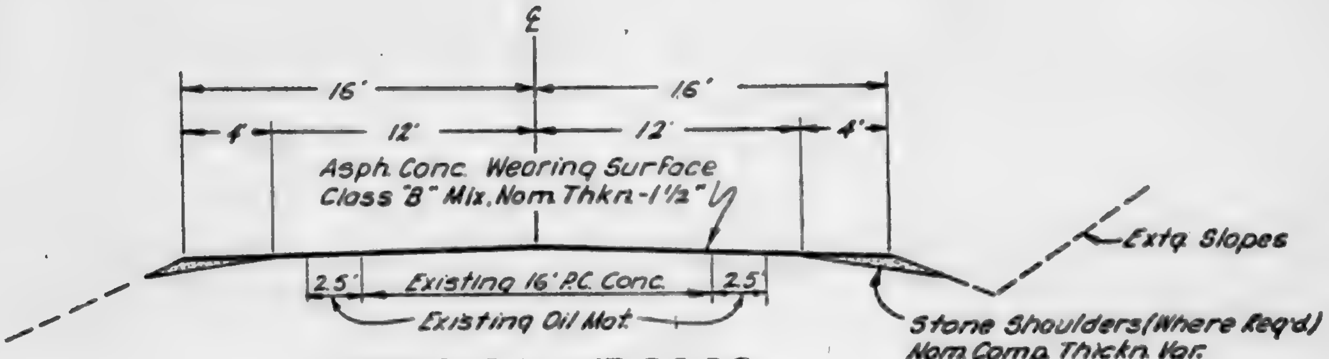
26
25
35
36
T. 7 N.
T. 6 N.
1
12
13
MIST-CLATSKANIE HIGHWAY
MIST
23
24
19
Bottle Cr.
Maple Cr.
Nehalem
NEHALEM River
30
29
28
Cedar Cr.
Deer Cr.
34
T. 6 N.
T. 5 N.
NP 51.84
3
Oak Ranch Cr.
QUARRY
3.8 Miles E. of NP 51.84
Stockpile Site "A"
0.7 Mi. E. of NP 51.84
Camp Cr.
HIGHWAY
Cook Cr.
10
11
14
Crooked Creek
PITTSBURG
Stockpile Site "B"
0.2 Mi. E. of NP 55.69
23
27
26
25
E. Fork Nehalem Riv.
R. 4 W.
R. 3 W.
Dog Creek
Rock Cr.
34
T. 5 N.
T. 4 N.
VERNONIA
5
4
3
Mile Br.
Creek
NORTH END OF PROJECT
NP 59.10
Nehalem
7 River 8
RY.
SOUTH END OF PROJECT
NP 59.86
TREHARNE
Elk
NORTH END OF PROJECT
NP 61.08
18
19
Beaver Cr.
SOUTH END OF PROJECT
NP 62.79
R. 5 W.
R. 4 W.
30
Scale 0 1 2 Miles
COLUMBIA CO.
WASHINGTON CO.
N

8V-71

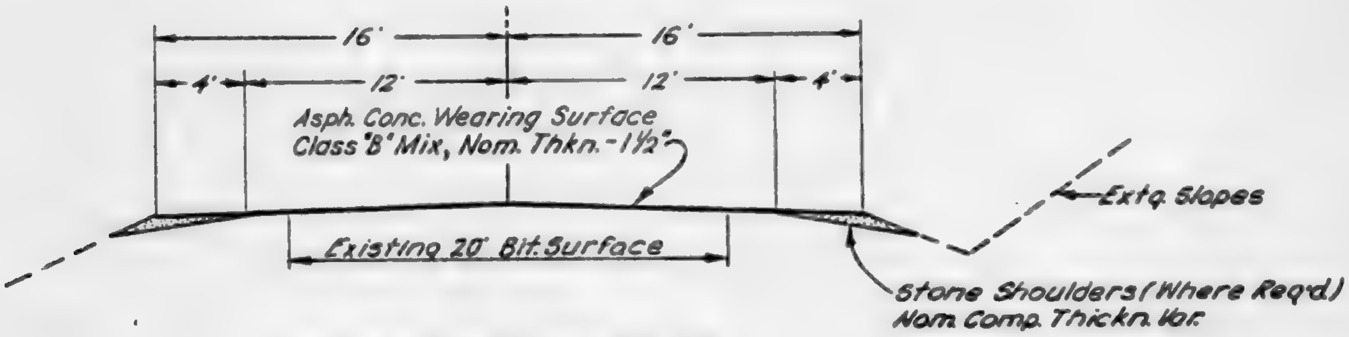
OREGON STATE HIGHWAY DEPARTMENT PAVING AND ROCK PRODUCTION **PITTSBURG-MILE BR. SOUTH UNIT** **& VERNONIA-BEAVER CR. SECT.** NEHALEM HIGHWAY COLUMBIA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	APRIL 1964	1

To be Accompanied
by Dwg. No.
2106 Guide Posts

TYPICAL SECTIONS


℄
16'
16'
4'
12'
12'
4'
Asph. Conc. Wearing Surface
Class "B" Mix, Nom. Thkn.-1½"
Extg. Slopes
2.5'
Existing 16' P.C. Conc.
2.5'
Existing Oil Mat
Stone Shoulders (Where Req'd.)
Nom. Comp. Thickn. Var.

M.P. 59.10 to M.P. 59.86


16'
16'
4'
12'
12'
4'
Asph. Conc. Wearing Surface
Class "B" Mix, Nom. Thkn.-1½"
Extg. Slopes
Existing 20' Bit. Surface
Stone Shoulders (Where Req'd.)
Nom. Comp. Thickn. Var.

M.P. 61.08 to M.P. 62.79

F-29(17) Powers Jct.-Bridge Sec., Coos 1964
Bay-Roseburg Hwy. (Paving)
#6403

RECEIVED
MAR 12 1965
FOR FILING
F-2011
6403

March 11, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6403 awarded to Rogue River Paving Company, Inc., for paving the Powers Junction-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, was completed on September 16, 1964, and accepted by the Highway Commission on March 11, 1965.

Final payment in the amount of $16,770.70 will be released to the contractor after March 18, 1965, The total contract amount is $321,709.38 including $3,617.58 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fsa

cc
Rogue River Paving Co., Inc.
P.O. Box 942
Medford, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 4 - 1965

FOR FILING

[illegible]

6403

March 3, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 16, 1964, on Contract No. 6403. The contract was with Rogue River Paving Company, Inc., and was for paving on the Powers Junction-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project at the Commission meeting on March 11.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

LPS:bjs fn

RECEIVED
MAR 4 - 1965

FOR FILING

F-27(17)

6403

Salem, Oregon
March 3, 1965

Mr. Forrest Cooper
State Highway Engineer

The apparent delay in a request for acceptance of Contract No. 6403, Powers Junction-Bridge project on the Coos Bay-Roseburg Highway, was caused by damage to guardrail by the subcontractor and delay on the part of the contractor and subcontractor in making satisfactory repairs.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter

RECEIVED
DEC 18 1964
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[illegible]
[illegible]

December 17, 1964

Mr. A. C. Roll
Attorney at Law
318 Pacific Building
Roseburg, Oregon

Dear Mr. Roll:

This is in reply to your December 3 letter to Frank McKinney, Acting Assistant Counsel.

We consider Article 1.8.4, 1954 Issue of Standard Specifications, to be very clear in its meaning. Discussion of its application to hypothetical cases is not in order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. C. McKinney

FORM E-90 90M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1964

SUBJECT: Rogue River Paving Co.

To: Mr. Lloyd P. Shaw
Asst. State Highway Engineer

Building

Following my letter to Mr. A. C. Roll of November 27, which you approved as to form, wherein I set forth Art. 1.8.4 of the Standard Specifications which provides that a contractor can only employ competent help and must remove from the job any employee upon the complaint of the engineer, Mr. Roll has seen fit to write again requesting the department's policy with respect to the above article. Attached hereto are copies of his letters of November 13 and December 3.

As you will recall, Mr. Roll has denied that he is representing any particular individual, but states that he is asking for this information as a matter of public information. I regret to say that it is difficult for me to believe that Mr. Roll does not have some specific axe to grind on this matter, even though it may be only for the purpose of attempting to somehow embarrass the Highway Department.

Unless you desire otherwise, I believe that the answer to Mr. Roll's letter of December 3 should probably come from your office. In answer to Mr. Roll I think it would be appropriate to mention that we understand he is not representing any specific client and, further, that he has not set forth any specific set of facts on which a policy decision with respect to the employment by contractors of specific employees could be determined. In other words, in administrating the article in the contract the facts in each case must be known before a decision can be made as to whether any particular employee could work on future projects.

I believe the above is all that is necessary to answer Mr. Roll's question, since it is certainly conceivable that there would be a contractor's employee who we would not permit on any job, present or future. On the other hand, an employee of a contractor may pull a "goof" and subsequently, after reflecting on his errors, be an excellent employee on another project.

A suggested draft reply to Mr. Roll is attached. If I can be of any further assistance, please notify me.

Frank

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks
attachments

cc: R. L. Porter
G. E. Rohde

RECEIVED
DEC 11 1964
OFFICE OF
[illegible]

LAW OFFICE OF
A. C. ROLL

TELEPHONE 673-4574
318 PACIFIC BUILDING
ROSEBURG, OREGON

December 3, 1964

RECEIVED
DEC 4 1964

State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Rogue River Paving Co.

Attention: Frank C. McKinney
Acting Assistant Counsel

Dear Mr McKinney:

Am I correct in understanding your November 27th letter to mean that when penalties are invoked under Article 1.8.4 of the Standard Specifications for Highway Construction that this applies only to the job then under contract and that it does not disbar employees from employment on other work or future projects for the same employer.

I appreciate very much your response to my inquiries.

Very truly yours,

A. C. Roll

ACR:bh

RECEIVED
DEC 2 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 27, 1964

Mr. A. C. Roll
Attorney at Law
318 Pacific Building
Roseburg, Oregon

Re: Rogue River Paving Co.

Dear Mr. Roll:

Thank you for your letter of November 13th.

I am sure you appreciate that in order to complete highway construction jobs the contractor and his employees must cooperate with the highway engineers. Our engineers are required to see that a job is performed in a manner which, upon completion, will be acceptable to the Commission. In order to prevent a contractor from engaging or retaining incompetent or uncooperative employees, Article 1.8.4 of the Standard Specifications for Highway Construction, which is included in all highway construction contracts, provides in part as follows:

> "The contractor shall employ only competent and efficient laborers, mechanics, or artisans; and whenever, in the opinion of the engineer, any employee is careless or incompetent, or obstructs the progress of the work, or acts contrary to instructions, or conducts himself improperly, the contractor shall, upon complaint of the engineer, discharge or otherwise remove him from the work and not employ him again upon it."

I sincerely hope that the above fully answers the question as requested in your letter.

Yours very truly,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Acting Assistant Counsel

NOTED
R. PORTER

FCMcK:ks

cc: R. L. Porter
L. P. Shaw
F. D. Morgan
L. R. Chandler
G. E. Rohde

LAW OFFICE OF
A. C. ROLL

TELEPHONE 673-4574
318 PACIFIC BUILDING
ROSEBURG, OREGON

November 13, 1964

RECEIVED
NOV 16 1964

Oregon State Highway Department
Salem,
Oregon 97310

Re: Rogue River Paving Co.

Attention Frank C. McKinney, Acting Assistant Counsel

Dear Mr. McKinney:

I appreciate your November 12th letter.

The purpose of my inquiry is because I have received information that the highway department has permanently deprived employees of job opportunity. I can hardly believe that this information is correct since I know of no provision whereby such action may be taken and I do not know of any policy of your department to this effect.

I do not view it necessary that I represent any client to make this inquiry which I believe should be a matter of public information respecting the action taken by the highway department in this case if such was in fact done.

Would you be good enough to advise.

Very truly yours,

A. C. Roll

ACR:jl

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NOV 20 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 12, 1964

Mr. A. C. Roll
Attorney at Law
318 Pacific Building
Roseburg, Oregon

Re: Rogue River Paving Company

Dear Mr. Roll:

I have for reply your letter of November 3, 1964, with respect to certain matters which have occurred between the above-named company and the State Highway Department.

In your letter you refuse to state the nature of your retention in this matter and we are, therefore, at a loss to know whether your client is the Rogue River Paving Company, Mr. Gordon Casey, Mr. Frank Armstrong, or some other individual or individuals.

I am sure you appreciate that legal ethics require the State Highway Department to deal solely with an attorney who represents a client. As you probably know, we have had continued discussions with the Rogue River Paving Company on the matter to which you refer. If you are representing this company or any of its officers or employees, then, of course, we should have been dealing with you rather than the individuals or the company involved. We feel that it is only proper for an attorney who is writing letters on behalf of a client to indicate to the receiver of the letters the particular individual or individuals he is representing.

Yours very truly,

G. E. ROHDE
Chief Counsel

NOTED
LLOYD P. SHAW

By
FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: Lloyd P. Shaw
F. D. Morgan
L. R. Chandler
G. E. Rohde

RECEIVED
NOV 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING Nov. 13, 1964
SECTION Powers Jct. - Bridge		SECTION PREFIX 6-1008
HIGHWAY Coos Bay-Roseburg		COUNTY Coos
NAME OF JOB Powers Jct.-Bridge	KIND OF WORK Paving	
CONTRACTOR Rogue River Paving Co.	CONTRACT NUMBER 6403	FEDERAL AID PROJECT NUMBER F-29(17)
DATE OF CONTRACT 4-23-64	DATE WORK STARTED 5-27-64	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED xxxxxxx completion 9-15-64	WORK DAYS USED
		PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $382,965.75	ENGINEERING AUTHORIZATION $27,244.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $355,732.63	ENGINEERING COST TO DATE $26,954.59	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $355,732.63	PERCENT OF AUTHORIZATION 99 %	
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	DATE PROJECT WAS COMPLETED: 9-16-64	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					8.04
MILES PARTIALLY COMPLETED					
MILES COMPLETED					8.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)					45,200 ton
TOTAL QUANTITIES CORRECTED TO DATE					42,755 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					42,755 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			NOTED
WEDNESDAY			JOHN R. OAKES
THURSDAY			
FRIDAY			5
SATURDAY			

CONSTRUCTION DIVISION
NOV 16 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate completed Nov. 13. Will be delivered to Division Office on Nov. 16, 1964.

Mr. Christianson, BPR Engr. was over the project and in the office going over reports and etc.

FINAL REPORT

SIGNED Bobby D. Johnson Res. Engr.

ADDRESS Box 374 Coquille, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 12 1964

FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 16, 1964, on Contract No. 6403, ~~Rowena~~ Powers Junction-Bridge Section, in Coos County in connection with Federal-Aid Project No. F-29(17).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: September 21, 1964

Conditions noted on above date:

None.

A. W. Parsons
Division Engineer
By: ME Martin
M. E. Martin
District Engineer

[illegible]:mb

Copy To Young
10-29-64

RECEIVED
JUL 6 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Powers Jct. - Bridge	Date	June 18, 1964
Highway	Coos Bay - Roseburg	Contract No.	6403
County	Coos	Prefix	6-1008
Contractor	Rogue River Paving Company, Inc.	F. A. Project No.	[illegible]-29(27)
Address	P. O. Box 942, Medofrd, Oregon	Order No.	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate at Bridge Ends and remove A. C. Markers.

Location by station numbers:

"L" 141+00 to "L" 153+40 and connecting legs.

Exc. at bridge ends where the engr. may direct.

Estimate of quantities and cost:

Equipment	$1,139.13
Labor	600.00
Contractors percentage	260.87
Total	$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set forth in the Special Provisions the above described work is to be performed on an extra work basis. Work has not begun. Funds are available in Original Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$382,965.75
Present estimate of project cost, including $2,000.00 for work under this order	$382,965.75
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby W. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Assistant Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner
Copy Assistant Division Engineer

Approved /s/ L. H. Young
Office ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

State Printing

original to Young
7-2-64

RECEIVED
JUL 6 1964
FOR FILING

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Powers Jct. - Bridge — Date June 17, 1964
Highway Coos Bay - Roseburg — Contract No. 6403
County Coos — Prefix 6-1008
Contractor Rogue River Paving Company, Inc. — F. A. Project No. F-29(17)
Address P. O. Box 942, Medford, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging (State participation in 57½%of) For the controll and safety of the traveling public.

Location by station numbers:

Stations 124+50 to 549+26.28

Estimate of quantities and cost:

Labor $ 3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

It will be necessary for flagmen to be provided during paving operations, for the safeguarding and handling of traffic, through the work area. This work is provided for in the Special Provisions; funds are available in the Original Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 382,965.75
Present estimate of project cost, including $ 3,000.00 for work under this order	$ 382,965.75
Expected under-run over-run amount	$ 0.00
Expected under-run over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

original copy to Young
7-2-64

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 16 - 11	FO R-2 (RE -64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. (4 - 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Coos
		PROJECT NO. F-29(17)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 42 Powers Hwy. Jc. to 0.5 mi. E. Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-30-64	7.548
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 374,455.00	$ 235,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. N. Parsons
(Division Engineer)

L.R. Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 25, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. F-29(17)

POWERS JUNCTION-BRIDGE SECTION OF THE
COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1964

Type Code 6201
Roadway (Sta. 124+50 to Sta. 549+26.28)(Contract 6403)

Asphaltic Concrete Mixture	45,200	tons	$ 5.22	$235,944.00
Asphalt in Mixture	2,700	tons	36.50	98,550.00
Extra for Paving Approaches	46	only	20.00	920.00
				$335,414.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 3,000.00
Excavating at Bridge Ends, etc.	All	Required		2,000.00
				$ 5,000.00
		Subtotal		340,414.00
		10% Engr. & Cont.		34,041.00
		Total		$374,455.00

Length of Roadway - - - - - - - - - - - - -7.548 miles
Length of 8 structures- - - - - - - - - - -0.490 miles (Exceptions)
Total Length - - - - - - - - - - - - -8.038 miles
Cost of Roadway per Mile- - - - - - - - - -$49,609.83

Federal Funds - $235,000.00
State Funds - 139,455.00

$374,455.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-29(17)

POWERS JUNCTION-BRIDGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 20, 1964

Type Code 6201
Roadway (Sta. 124+50 to Sta. 549+26.28)

Asphaltic Concrete Mixture	45,200 tons	$ 4.75	$214,700.00
Asphalt in Mixture	2,700 tons	38.00	102,600.00
Extra for Paving Approaches	46 only	30.00	1,380.00
			$318,680.00
Flagging (57½% of Contractor's Cost)	All Required		$ 3,000.00
Excavating at Bridge Ends, etc.	All Required		2,000.00
			$ 5,000.00
	Subtotal		$323,680.00
	10% Engr. & Cont.		32,368.00
	Total		$356,048.00

Length of Roadway - - - - - - - - - - - - - -7.548 miles
Length of 8 Structures- - - - - - - - - - - -0.490 miles (Exceptions)
Total Length- - - - - - - - - - - - - - - - -8.038 miles
Cost of Roadway per Mile- - - - - - - - - - -$47,171.17

Federal Funds - $224,000.00
State Funds - 132,048.00

$356,048.00

RECEIVED
MAY 4 - 1964

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

April 23, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-29(17)
Powers Junction-Bridge Section
Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur in your award of contract No. 6403 to Rogue River Paving Co. Inc., of Medford, Oregon, low bidder in the amount of $335,414.00 at the April 21, 1964 bid opening.

[illegible]

original to Young
5-4-64

NOTED
LLOYD P. SHAW

RECEIVED
APR 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6-115

April 23, 1964

Rogue River Paving Co. Inc.,
P. O. Box 942
Medford
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6403 for the following project:

Paving the Powers Jct.-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

This award was based on your low bid of $335,414.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

FOR FILING

477 Cottage Street N. E.
Salem, Oregon 97301

March 30, 1964

Original signed by
[illegible]

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-[illegible] Salem, Oregon

By: H. E. Martin
District Engineer

Oregon Project F-29(17)
Powers Jct.-Bridge Section
Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use with relocation advisory assistance unnecessary as indicated in Mr. Wright's March 23, 1964 letter.

Mr. Young's March 26, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Use of a schedule of liquidated damages greater than the amount prescribed by PPM 21-7(2) is approved and will be included in the project agreement.

Attachment

INITIALED
LLOYD P. SHAW

original to Young
with attach.
4-3-64

RECEIVED
FEB 24 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-9(11)

64-3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1964

Oregon State Highway Commission

green copy

Gentlemen:

On this date, I cleared with Chairman Glenn L. Jackson two items for contracting on our tentative Program IX; namely, the surfacing of the Horse Ridge Section of the Central Oregon Highway in Deschutes County ($600,000) and the Powers Junction-Bridge paving project on the Coos Bay-Roseburg Highway in Coos County ($500,000).

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

6-1009 McTimmons-Langlois Sec., Oregon 1964
Coast Hwy. (Paving)
#6404

RECEIVED
DEC 28 1964
FOR FILING

December 28, 1964

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 29, 1964, we wrote to you concerning release of final payment on Contract No. 6404, awarded to Saxton-Stevenson, Inc., for stone shoulders and paving on McTimmons Road-Langlois Section of the Oregon Coast Highway in Coos and Curry Counties.

Final payment on this contract is $11,741.92 and the total contract amount is $201,216.05, including $2,030.21 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Saxton-Stevenson, Inc.
2575 Mission Street
Salem, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
SEP 29 1964
FOR FILING
[illegible]
6404

September 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 7 on Contract No. 6404. The contract was with Saxton-Stevenson, Inc. and was for stone shoulders and paving on the McTimmons Road-Langlois Section of the Oregon Coast Highway in Coos and Curry Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 28, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:
WEEK ENDING: August 28, 1964
SECTION: McTimmons Road-Langlois
SECTION PREFIX: 6-1009
HIGHWAY: Oregon Coast
COUNTY: Coos and Curry
NAME OF JOB: McTimmons Road-Langlois
KIND OF WORK: Rock Shoulders & Asph. Conc. overlay
CONTRACTOR: Saxton-Stevenson, Inc.
CONTRACT NUMBER: 6404
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 23, 1964
DATE WORK STARTED: May 21, 1964
COMPLETION DATE: August 1, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN:
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
PERCENT OF TIME ELAPSED: 106%
PROJECT AUTHORIZATION: $ 241,501.50
ENGINEERING AUTHORIZATION: $ 17,173.44
EXCLUSIVE OF ENGINEERING: $ 224,328.06
ENGINEERING COST TO DATE: $ 13,300.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 203,000.03
PERCENT OF AUTHORIZATION: 77.4%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.5 %
DATE PROJECT WAS COMPLETED: August 7, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SHOULDERS SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		7.56			7.56
MILES PARTIALLY COMPLETED					
MILES COMPLETED		7.56			7.56
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,800			21,400 T.
TOTAL QUANTITIES CORRECTED TO DATE		2,830			20,532 T.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			NOTED JOHN R. OAKS
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Working on Semi-final estimate
TUESDAY	"
WEDNESDAY	Sent to Roseburg with J. E. Morelock to-day
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final Report

SIGNED Barnhart Res. Engr.

ADDRESS P.O. Box 515 Gold Beach, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Saxton-Stevenson, Inc.,
P. O. Box 206
Salem
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6404 for the following project:

Paving the McTimmons-Langlois Section of the Oregon Coast Highway in Coos-Curry Counties.

This award was based on your low bid of $210,918.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (HIAC)

F-147(16) Horse Ridge Summit Sec., 1964
Central Oregon Hwy. (Grad.,
#6405 Stone base & Paving)

RECEIVED
OCT 9 - 1964
FOR FILING

October 9, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6405 awarded to Roy L. Houck Sons' Corp., for grading-paving the Horse Ridge Summit Section of the Central Oregon Highway in Deschutes County, was completed August 28, 1964, and accepted by the Highway Commission on October 9, 1964.

Final payment, in the amount of $16,108.93 will be released to the contractor after October 16, 1964. The total contract amount is $345,776.75 including $2,946.94 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Kerr

RECEIVED
OCT 7 - 1964
FOR FILING

6405

October 6, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 28 on Contract No. 6405. The contract was with Roy L. Houck Sons' Corporation and was for grading and paving on the Horse Ridge Summit Section of the Central Oregon Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on October 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

RECEIVED
SEP 21 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 15, 1964

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project F-147(16)
Horse Ridge Summit Section
Grading and paving

Final inspection of the subject project was made September 3, 1964 and a signed copy of your notice of completion letter dated September 1, 1964 has been returned. No unsatisfactory physical conditions were noted that will prevent final acceptance of contract work; however, certain right of way and access points were noted which require resolution.

Your application for grant of lands from Bureau of Land Management has not been processed to completion and points of access to Bureau of Land Management lands resolved. Prior to our final acceptance of this project we would appreciate your submission of plans sheets showing access point and fence locations as constructed different from approved plans and satisfactory evidence that right of way thru and access to Bureau of Land Management lands is resolved or being resolved.

RECEIVED
SEP 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to Morgan
cc Young
9-21-64

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Sept. 11, 1964

SECTION: Horse Ridge Summit

SECTION PREFIX: 9-1068

HIGHWAY: Central Oregon

COUNTY: Deschutes

NAME OF JOB: Horse Ridge Summit

KIND OF WORK: Grading & Paving

CONTRACTOR: Roy L. Houck Sons' Corp.

CONTRACT NUMBER: 6405

FEDERAL AID PROJECT NUMBER: F-147(16)

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: May 25, 1964

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: Completion by 10-1-64

WORK DAYS USED:

PROJECT AUTHORIZATION: $ 404,149.78

ENGINEERING AUTHORIZATION: $ 28,739.54

PERCENT OF TIME ELAPSED: 69

EXCLUSIVE OF ENGINEERING: $ 375,410.24

ENGINEERING COST TO DATE: $ 24,600

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 349,682

PERCENT OF AUTHORIZATION: 86 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . - 7 %

DATE PROJECT WAS COMPLETED: August 28,1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.03	3.18		3.18	3.18
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.03	3.18		3.18	3.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	107,500CY	74,000T		700CY 110T	15,500T 850T
TOTAL QUANTITIES CORRECTED TO DATE	90,900CY	70,468T		680CY 117T	14,729T 968T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	90,900CY	70,468T		680CY 117T	14,729T 968T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R [illegible]

[illegible] DIVISION
SEP 14 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate was submitted to Division Office on 9-8-64.

FINAL REPORT

SIGNED R. H. Clark R H Clark

ADDRESS P.O. Box 1249 Res. Eng'r.

Bend

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 2 2 1964

STATE COP

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6405

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1964

NOTED

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advice you that work was completed on August 20, 1964, on Contract No. 6405, Horse Ridge Summit Section, in Deschutes County, in connection with Federal - Aid Project No. F-147(16).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: September 10, 1964

Conditions noted on above date:

Final inspection made September 3, 1964. No unsatisfactory physical conditions were noted that will prevent final acceptance of contract work.

A. W. Parsons
Division Engineer

By: J. H. Girvin
Acting District Engineer

Copy to Young
9-22-64

RECEIVED
JUL 20 1964

Form E-208

~~FILING~~

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Horse Ridge Summit
Date: June 25, 1964
Highway: Central Oregon
Contract No.: 6405
County: Deschutes
Prefix: 9-1068
Contractor: Roy L. Houck Sons Corporation
F. A. Project No.: F-147(16)
Address: P. O. Box 671, Salem, Oregon
Order No.: 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clean up "slough" in deep cuts

Location by station numbers:

311+00 to 335+00

347+00 to 359+00

Estimate of quantities and cost:

Equipment	$700.00
Labor	200.00
Total	$900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Had considerable raveling in the deep cuts made on prior contract. There is no provision in this contract for clearing this slough out before placing base rock. This material has to be windrowed, loaded and hauled out.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$404,149.78
Present estimate of project cost, including $900.00 for work under this order	$404,149.78
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Submitted by: /s/ R. H. Clark
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Asst. Construction Engineer
Bridge Engineer

Approval Recommended: /s/ Dean Swift
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~ or
Office Engineer.

State Printing

original to Young
7-14-64

RECEIVED
MAY 21 1964
FOR FILING

6425

477 Cottage Street NE.
Salem, Oregon 97301

May 8, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.4-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Horse Ridge Summit Section of the Central Oregon Highway
Oregon FA Project F-147(16)
State Force Work Order No. 1

Reference is made to your letter dated May 5, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Enclosure

[illegible]

NOTED
LLOYD P. SHAW

original to Young
with attach

5-21-64

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6-13	FO R-2 (RE -64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Deschutes
PROJECT REPORT NO. 5		PROJECT NO. F-147(16)

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 20 17 mi. E. Bend east 3 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-30-64	2.962
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 392,033.00	$ 246,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______
______
(Title)

By ______
______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

LRBacklund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 25, 1964

Oregon State Highway Department

Federal Aid
Project No. F-147(16)

HORSE RIDGE SUMMIT SECTION OF THE
CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1964

Type Code 6201
Roadway (Sta. 256+95.90 to Sta. 413+54.62) (Contract 6405)

Clearing and Grubbing	All	Required	$	$ 13,000.00
Drainage Excavation, Unclassified	30	cu.yds.	5.00	150.00
Special Borrow Excavation, Unclassified	5,000	cu.yds.	0.50	2,500.00
General Excavation, Unclassified	102,500	cu.yds.	0.90	92,250.00
Short Overhaul	463,300	yd.sta.	0.01	4,633.00
Long Overhaul	10,400	C-yd.sta.	0.40	4,160.00
Blade Grader	30	hours	15.00	450.00
Tractor, Dozer and Hydraulic Ripper	18	hours	25.00	450.00
Finishing Roadbed and Slopes	All	Required		3,000.00
12 Inch Culvert Pipe	70	lin.ft.	3.50	245.00
18 Inch Culvert Pipe	145	lin.ft.	4.25	616.25
18 Inch Culvert End Sections	4	only	25.00	100.00
Metal Guard Rail	8,200	lin.ft.	2.50	20,500.00
Rail End Pieces	24	only	5.00	120.00
Guide Posts, W-1	90	only	8.00	720.00
Type 1 Fence	500	rods	6.00	3,000.00
Coarse Crushed Material in Base	58,200	tons	1.20	69,840.00
3/4" - 0 Material in Base	15,800	tons	1.20	18,960.00
Sprinkling	1,700	M-gals.	5.00	8,500.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	700	cu.yds.	4.50	3,150.00
MC-250 Asphalt	110	tons	50.00	5,500.00
Asphaltic Concrete Mixture	15,500	tons	4.50	69,750.00
Asphalt in Mixture	850	tons	36.00	30,600.00
Extra for Paving Approaches	2	only	50.00	100.00
				$353,294.25
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (Temporary)	All	Required		100.00
Seeding and Mulching	All	Required		2,000.00
				$ 3,100.00
	Subtotal			$356,394.25
	10% Engr. & Cont.			35,638.75
	Total			$392,033.00

Length of Roadway 2.962 Miles
Cost of Roadway per Mile $132,354.15

Federal Funds -	$246,000.00
State Funds -	146,033.00
	$392,033.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-147(16)

HORSE RIDGE SUMMIT SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 13, 1964

Type Code 6201
Roadway (Sta. 256+95.90 to Sta. 413+54.62)

Clearing and Grubbing	All	Required		$ 1,000.00
Drainage Excavation, Unclassified	30	cu.yds.	$ 5.00	150.00
Special Borrow Excavation, Unclassified	5,000	cu.yds.	0.50	2,500.00
General Excavation, Unclassified	102,500	cu.yds.	1.10	112,750.00
Short Overhaul	463,300	yd.sta.	0.01	4,633.00
Long Overhaul	10,400	C-yd.sta.	0.50	5,200.00
Blade Grader	30	hours	20.00	600.00
Tractor, Dozer and Hydraulic Ripper	18	hours	35.00	630.00
Finishing Roadbed and Slopes	All	Required		1,200.00
12-inch Culvert Pipe	70	lin.ft.	3.50	245.00
18-inch Culvert Pipe	145	lin.ft.	5.00	725.00
18-inch Culvert End Sections	4	only	40.00	160.00
Metal Guard Rail	8,200	lin.ft.	2.75	22,550.00
Rail End Pieces	24	only	5.00	120.00
Guide Posts, W-1	90	only	8.00	720.00
Type 1 Fence	500	rods	6.75	3,375.00
Coarse Crushed Material in Base	58,200	tons	1.50	87,300.00
3/4"-0 Material in Base	15,800	tons	1.60	25,280.00
Sprinkling	1,700	M gal.	5.00	8,500.00
Preparation of Base	All	Required		1,500.00
3/4"-0 Material in Binder Course	700	cu.yds.	4.00	2,800.00
RC-250 Asphalt	110	tons	55.00	6,050.00
Asphaltic Concrete Mixture	15,500	tons	4.50	69,750.00
Asphalt in Mixture	850	tons	35.00	29,750.00
Extra for Paving Approaches	2	only	35.00	70.00
				$387,558.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,000.00
Signing (Temporary)	All	Required		100.00
Seeding and Mulching	All	Required		2,000.00
				$ 3,100.00

Utilities

Work by the Oregon-Washington Telephone Co.	All	Required		$ 2,500.00

Subtotal	$393,158.00
10% Engr. & Cont.	39,315.00
Total	$432,473.00

Length of Roadway - - - - - - - - - - - - - - - - -2.962 miles
Cost of Roadway per Mile- - - - - - - - - - - - -$146,007.08

Federal Funds -$272,000.00
State Funds - 160,473.00

$432,473.00

Oregon State Highway Department

Federal Aid
Project No. F-147(16)

HORSE RIDGE SUMMIT SECTION OF THE
CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 19, 1964

Type Code 6201
Roadway (Sta. 256+95.90 to Sta. 413+54.62)

Clearing and Grubbing	All	Required		$ 1,000.00
Drainage Excavation, Unclassified	30	cu.yds.	$ 5.00	150.00
Special Borrow Excavation, Unclassified	5,000	cu.yds.	0.50	2,500.00
General Excavation, Unclassified	85,500	cu.yds.	1.10	94,050.00
Short Overhaul	362,000	yd.stas.	0.01	3,620.00
Long Overhaul	8,000	C-yd.stas.	0.50	4,000.00
Blade Grader	30	Hours	20.00	600.00
Tractor, Dozer and Hydraulic Ripper	18	hours	35.00	630.00
Finishing Roadbed and Slopes	All	Required		1,200.00
12-inch Culvert Pipe	70	lin.ft.	3.50	245.00
18-inch Culvert Pipe	145	lin.ft.	5.00	725.00
18-inch Culvert End Sections	4	only	40.00	160.00
Metal Guard Rail	8,200	lin.ft.	2.75	22,550.00
Rail End Pieces	24	only	5.00	120.00
Guide Posts, W-1	90	only	8.00	720.00
Type 1 Fence	500	rods	6.75	3,375.00
Coarse Crushed Material in Base	58,200	tons	1.50	87,300.00
3/4" - 0 Material in Base	15,800	tons	1.60	25,280.00
Sprinkling	1,700	M-gals	5.00	8,500.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	700	cu.yds.	4.00	2,800.00
RC-250 Asphalt	110	tons	55.00	6,050.00
Asphaltic Concrete Mixture	15,500	tons	4.50	69,750.00
Asphalt in Mixture	850	tons	35.00	29,750.00
Extra for Paving Approaches	2	only	35.00	70.00
				$366,645.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,000.00
Signing (Temporary)	All	Required		100.00
Seeding and Mulching	All	Required		2,000.00
				$ 3,100.00

Utilities		
Work by the Oregon-Washington Telephone Co.	All Required	$ 2,500.00
	Subtotal	$372,245.00
	10% Engr. & Cont.	37,224.00
	Total	$409,469.00

Length of Roadway - - - - - - - - - - - 2.96~~4~~2 Miles
Cost of Roadway Per Mile - - - - - - - $138,~~054.28~~ 240.71

Federal Funds -	$257,000.00
State Funds -	152,469.00
	$409,469.00

RECEIVED
MAY 12 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Horse Ridge Summit
Date: April 30, 1964
Highway: Central Oregon
Contract No.: 6405
County: Deschutes
Prefix: 9-1068
Contractor: Roy L. Houck Sons' Corporation
F. A. Project No.: F-147(16)
Address: P. O. Box 671, Salem, Oregon
Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

256+96 to 413+55

Estimate of quantities and cost:

$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated Item in Original Authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$404,149.78	
Present estimate of project cost, including $1,000.00 for work under this order	$404,149.78	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ R. H. Clark
Resident Engineer

Approval Recommended: /s/ C. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Dean Swift
Division Engineer

Approved: /s/ L. H. Young
~~Assistant State Highway Engineer~~ Office Engineer

NOTED
LLOYD P. SHAW

State Printing

original to Young 5-12-64

RECEIVED
MAY 12 1964

FOR F[illegible]

STATE CO[illegible]

APPROVED
Contin[illegible]
MAY 7 1964
U.S. [illegible] Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Horse Ridge Summit
Date April 30, 1964

Highway Central Oregon
Contract No. 6405

County Deschutes
Prefix 9-1068

Contractor Roy L. Houck Sons' Corp.
F. A. Project No. F-147(16)

Address PO Box 671, Salem, Oregon
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Signing

Location by station numbers:

256+96 to 413+55

Estimate of quantities and cost:

E $450.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item in original authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 404,149.78
Present estimate of project cost, including $ 450.00 for work under this order	$ 404,149.78
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. H. Clark
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Dean Swift
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

LLOYD P. SHAW

State Printing

original To Young 5-12-64

RECEIVED
MAY 1 2 1964

FOR FILING

STATE COPY

APPROVED
Continued [illegible] of
[illegible]
MAY 7 1964
U.S. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Horse Ridge Summit
Highway Central Oregon
County Deschutes
Contractor Roy L. Houck Sons' Corp.
Address PO Box 671, Salem, Oregon

Date April 30, 1964
Contract No. 6405
Prefix 9-1068
F. A. Project No. F-147(16)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Signing

Location by station numbers:

256+96 to 413+55

Estimate of quantities and cost:

E $450.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item in original authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 404,149.78	
Present estimate of project cost, including $ 450.00 for work under this order	$ 404,149.78	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Submitted by: /s/ R. H. Clark Resident Engineer

Approval Recommended: /s/ Dean Swift Division Engineer

Approval Recommended: /s/ G. L. Decker Asst. Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ Office Engineer.

LLOYD P. SHAW

State Printing

original To Young 5-12-64

[illegible]ED
MAY 4 - 1964
FOR FILING

F 147(16)

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

April 23, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-147(16)
Horse Ridge Summit Section
Grading and paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur in your award of contract No. 6405 to Roy L. Houck Sons, Corporation of Salem, Oregon, low bidder in the amount of $353,294.25 at the April 21, 1964 bid opening.

Mr. Litchfield's letter dated April 23, 1964 establishes that the utility previously reported as conflicting with construction has been found not to conflict with construction. This satisfies the stipulation made in our March 30, 1964 memorandum regarding evidence that satisfactory agreement had been reached in connection with adjustment of utility. However, we note that this utility is located on the highway right of way without permit. We will anticipate that you will cover this encroachment by a permit prior to requesting acceptance of completed project work.

original to Young
5-4-64

NOTED
LLOYD P. SHAW

RECEIVED
APR 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

641

April 23, 1964

Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6405 for the following project:

Grading-stone base-paving the Horse Ridge Summit Section of the Central Oregon Highway in Deschutes County.

This award was based on your low bid of $353,294.25 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

[illegible]

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

March 30, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.20A

By: G. E. Brooks
District Engineer

Oregon Project F-147(16)
Horse Ridge Summit Section
Grading and Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use with relocation advisory assistance unnecessary as indicated in Mr. Wright's March 23, 1964 letter.

Mr. Young's March 26, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Use of a schedule of liquidated damages greater than the amount prescribed by PPM 21-7(2) is approved and will be included in the project agreement.

The pavement type selection for the project is accepted on the basis of documentation attached to your August 22, 1963 "Project Base Design" sheet.

The use of Supplemental Standard Specifications, Metal Pipe Materials for Culverts, Siphons and Underdrains - December 1963, Barbed and Woven Wire Fence - January 1964, and Asphaltic Concrete Pavement - March 1964 is approved for this specific project.

Your March 25, 1964 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence

original to Young
with attach.

3-31-64

NOTED
LLOYD P. SHAW

that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Attachment

RECEIVED
FEB 24 1964
FOR FILING

F-147 ([illegible])
64035

February 21, 1964

Oregon State Highway Commission

Gentlemen:

On this date, I cleared with Chairman Glenn L. Jackson two items for contracting on our tentative Program IX; namely, the surfacing of the Horse Ridge Section of the Central Oregon Highway in Deschutes County ($600,000) and the Powers Junction-Bridge paving project on the Coos Bay-Roseburg Highway in Coos County ($500,000).

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

110-4217 South Umpqua (S. Dillard) 1964
Br. near Roseburg (Clean & Paint)
#6406

RECEIVED
OCT 13 1964

FOR FILING

October 13, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 31, 1964, we wrote to you concerning release of final payment on contract #6406, awarded to C. H. Savage Co., for maintenance painting the South Umpqua River (South Dillard) Bridge on the Dillard Secondary Highway in Douglas County.

Final payment on this contract is $6,174.00 and the total contract amount is $20,580.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. H. Savage Co.,
4126 SE Milwaukie
Portland 2, Oregon

cc: C. H. Maison
Attn.: John Horr

RECEIVED
JUL 30 1964
FOR FILING
110-4217

6406

July 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 20 on Contract No. 6406. The contract was with C. H. Savage Company and was for maintenance painting of the South Dillard Bridge over South Umpqua River on the Dillard Secondary Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 30, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAY 21 1964

FOR FILING
[illegible]
6406

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1964

SUBJECT: South Umpqua River (S. Dillard) Bridge
Maintenance Painting
Contract 6406

To: Mr. D. B. Parkes
Office Engineering Division

BUILDING

C. H. Savage Company started work on Contract No. 6406, South Umpqua River (S. Dillard) Bridge Maintenance Painting on May 11, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:vt
cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
FORM
APR 28 1964

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6406

April 23, 1964

G. H. Savage Co.,
4126 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

The State Highway Commission on **April 23, 1964**, awarded to you State Highway Contract No. **6406** for the following project:

Clean-paint the South Umpqua (S. Dillard) Bridge in Douglas County.

This award was based on your low bid of **$20,590.00** which was submitted to the Commission on **April 21, 1964**, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant

16-1038 Suttle Lake-Deschutes Co. Line 1964
Sec., Santiam Hwy. (Paving)
#6407

RECEIVED
OCT 20 1964
FOR FILING

6407

Salem, Oregon
October 19, 1964

Increase in Project
Authorization

Mr. R. H. Clark
Resident Highway Engineer
P. O. Box 1249
Bend, Oregon 97701

This is to advise you that at its meeting of Oct. 9, 1964, the Highway Commission approved an increase of $32,377.43 in project authorization on Contract No. 6407, Suttle Lake-Deschutes County Line Section of the Santiam Highway in Jefferson County.

The new authorization for construction is $116,493.11.

L. R. Young
Office Engineer

DEP:bb

cc: Mr. Dean Swift

RECEIVED
OCT 1 - 1964

FOR FILING

October 1, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California

Gentlemen:

On September 10, 1964, we wrote to you concerning release of final payment on contract #6407, awarded to Bend Aggregate & Paving Co., for paving the Suttle Lake-Deschutes County Line Section of the Santiam Highway in Jefferson County.

Final payment on this contract is $1,731.77 and the total contract amount is $58,666.28, including $940.64 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Lumbermens Ins. Agency
P. O. Box 309
Bend, Oregon

cc: Bend Aggregate & Paving Co.,
Route 2, Box 66
Bend, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 14 1964
FOR FILING

September 14, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization is anticipated on the Suttle Lake-Deschutes County line paving project on the Santiam Highway in Jefferson County. This project, Contract No. 6407, is under contract to Bend Aggregate and Paving Company.

The original project authorization was $84,115.68. The present estimate of cost is $116,493.11, indicating an overrun of $32,377.43, or 38.49 per cent.

The reason for the overrun is that the clearing and grade widening done by State Forces cost considerably more than had been anticipated. The crew encountered cemented boulders which required larger equipment and a much longer time than originally estimated. The shoulder slopes and backslopes were flattened to provide a safer facility and more pleasing appearance.

Your approval of an increased authorization in the amount of $32,380.00 is recommended. This matter will be presented to you at the October 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
E. S. Hunter

CHB:bjm bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Sept. 11, 1964

SECTION: Suttle Lake-Des. County Line

SECTION PREFIX: 16-1038

HIGHWAY: Santiam

COUNTY: Jefferson

NAME OF JOB: Suttle Lake - Deschutes County Line

KIND OF WORK: Paving

CONTRACTOR: Bend Aggregate & Paving Co.

CONTRACT NUMBER: 6407

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: July 27, 1964

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: Completion by 9-1-64

WORK DAYS USED:

PERCENT OF TIME ELAPSED: 80

PROJECT AUTHORIZATION: $ 84,115.68

ENGINEERING AUTHORIZATION: $ 5,981.56

EXCLUSIVE OF ENGINEERING: $ 78,134.12

ENGINEERING COST TO DATE: $ 2,900

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

XXXXXX COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 102,150

PERCENT OF AUTHORIZATION: 48 %

ESTIMATED PERCENT: XXXXXX UNDERRUN: 30.7 %

DATE PROJECT WAS COMPLETED: August 17, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.87
MILES PARTIALLY COMPLETED					
MILES COMPLETED					3.87
TOTAL ESTIMATED QUANTITIES (CONTRACT)					8,800T 499T
TOTAL QUANTITIES CORRECTED TO DATE					8,159T 468T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED

SEP 1 . 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SemiFinal Estimate was submitted to Division Office on 9-10-64.

FINAL REPORT

SIGNED R. H. Clark R. H. Clark

ADDRESS P.O. Box 1249 Res. Eng'r.
Bend

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 9 - 1964

FOR FILING
16-1038
[illegible]

September 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 17 on Contract No. 6407. The contract was with Bend Aggregate & Paving Company and was for paving on the Suttle Lake-Deschutes County Line Section of the Santiam Highway in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 3, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

Form No. E-372—10M—7-51

REGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Suttle Lake-Deschutes County Line Date August 13, 1964

Highway Santiam Contract No. 6407

County Jefferson Kind of Work Paving Contractor Bend Aggregate & Paving Co.

Contract Amount $ 62,169.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount
Item 1	Asphaltic Conc. Mixture	637 Tons	$5.09	-3,242.33
Item 2	Asphalt in Mixture	40 Tons	34.20	-1,368.00

Minor items, unitemized algebraic total - 24.00

Subtotal $ -4,634.33

Approved work orders (Price, extra work and state force orders) $ 12,600.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Clearing and widening	43,257.94

Minor items, unitemized algebraic total 100.00

Subtotal $ 43,357.94

Authorization for engineering $ 5,981.36

Expected over-run or under-run of engineering authorization 2% Work remaining $ -2,981.36

Costs not included above (explain) $ 0

Allowance for future contingencies (2 % of work remaining) $ 0

Credits to come from transfers and deductions $ 0

Present estimate of project cost $ 116,493.11

Brief Statement of principal causes of over-run:

Extreme over-run by State Forces on clearing and widening. Partly poor estimate. Encountered cemented boulders that required a rented cat and ripper. Salem requested flatter slopes after the contract was let.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 84,115.68
Present estimate of project cost	$ 116,493.11
Expected over-run (Amount)	$ 32,377.43
Expected over-run (per cent)	38.49

Space to right of this line is for use of Salem office.

Submitted by: R. H. Clark R H Clark Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: J H Paulsen Asst Division Engineer

Noted by: Lloyd P. Shaw Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
APR 2 S 1964
FOR FILING

1078

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Bend Aggregate & Paving Co.,
Route 2, Box 66
Bend
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6407 for the following project:

Paving the Suttle Lake-Deschutes County Line Section of the Santiam Highway in Jefferson County.

This award was based on your low bid of $62,169.50 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

18-1003 Four Brs. over Fish Hole & 1964
Paradise Crs., Bly-Forest Bdry.
#6408 Sec., Klamath Falls-Lakeview Hwy.

RECEIVED
FEB 5 - 1965

FOR FILING

February 5, 1965

St. Paul Fire and Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

On October 16, 1964, we wrote to you concerning release of final payment on Contract No. 6408 awarded to Stach Construction Company, Inc., for construction of the Fish Hole Creek and Paradise Creek Bridges on the Bly-Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath County.

Final payment on this contract is $3,920.76 and the total contract amount is $67,663.13, including $671.37 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon

Oakridge Insurance Agency, Inc.
Star Route, Box 215
Oakridge, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
OCT 16 1964
FOR FILING

6408

October 15, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 6 on Contract No. 6408. The contract was with Stach Construction Company and was for work on the Bly Forest Boundary Bridges on the Klamath Falls-Lakeview Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 15, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 3862A, 3863A, 3864A, 3865A

WEEK ENDING: 8-21-64

SECTION: Bly - Forest Boundary

SECTION PREFIX: 18-1003

HIGHWAY: Klamath Falls - Lakeview

COUNTY: Klamath

NAME OF JOB: Bly-Forest Boundary

KIND OF WORK: Fish Hole Creek and Paradise Creek Bridges

CONTRACTOR: Stach Construction Co., Inc.
P. O. Box 730, Grants Pass, Oregon

CONTRACT NUMBER: 6408

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: 5-12-64

ESTIMATED COMPLETION DATE: Sept. 30, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 1 2 SUPERVISION: 1

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 69

PERCENT OF TIME ELAPSED: 69

PROJECT AUTHORIZATION: $ 85,297.50

ENGINEERING AUTHORIZATION: $ 6,065.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 60.5

EXCLUSIVE OF ENGINEERING: $ 79,231.90

ENGINEERING COST TO DATE: $ 4000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,000.00

PERCENT OF AUTHORIZATION: ~~[illegible]~~ 65.9 %

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . ____%

DATE PROJECT WAS COMPLETED: 10-6-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
			65%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1-Loraine Crane, 1 Flat bed Truck hauling deck section.
1- John Deere Backhoe. 1 Pickup.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY 17	Clear	0	NOTED
TUESDAY 18	"	0	
WEDNESDAY 19	"	0	
THURSDAY 20	"	0	
FRIDAY 21	"	0	
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 17	Completed backfilling at Bridge No. 3864. TWo way traffic accross structure. Grouting deck slabs bent 3 to 4 on 3862-A. Unloading 3 deck slabs for Br. No. 3863-A
TUESDAY 18	Grouting deck sections at Bridges 3862-A and 3863-A.
WEDNESDAY 19	Grouting deck sections at Br. No. 3863-A. Three more deck sections arrived for Bridge No. 3863-A. Grading appracochches at Br. No. 3864-A
THURSDAY 20	Back filling bridge ends at Bridge No. 3862-A. Grouting at 3863-A. Placing bolts in various bridges bulkheads. 3 Deck sections arrived to day.
FRIDAY 21	Last load of sections arrived today. This completes the decks aon all bridges. Traffic was turned on to Bridge No. 3862-A today. Removing forms from Hadrail at Br. No. 3865-A.
SATURDAY	

REMARKS

Bridge No. 3862-A- West Fishhole Creek.

This bridge now completed except for cleaning out of channel and placing handrails and curbs.

Bridge No. 3863-A . East Fishole Creek

This bridge is now completed except forgrouting up of Bents 1 to 2. This should be done this week end and backfilling of ends of structure should be accomplished next week and traffic over this bridge. Handrail and curbs, can be placed any time.

Bridge No. 3864-A. This structure completed except for handrail on one side of structure. This is West Paradise Creek Bridge.

Bridge No. 3865-A- East Paradise Creek.

This structure completed now except forfinishing of handrail and curb and tightening bolts on structure. Traffic going over entire structure now.

This week marked the end of hauling deck sections. The last two for East Fishole Creek arrived this wee.

Job is goingslowly due to only 1 Foreman andl laborer working. 1 Man hauling deck slabs from Eugene.

SIGNED

ADDRESS Box 1249, Bend, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOU[illegible] REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 28 1964

FOR FILING

6408

April 23, 1964

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on April 23 awarded to you State Highway Contract No. 6408 for construction of four bridges over Fish Hole and Paradise Creeks on Bly-Forest Boundary Section of Klamath Falls-Lakeview Highway in Klamath County.

This award was based on your bid of $71,380 which was the second low bid submitted to the Commission on April 21 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

20-1625 Traffic Signal Install. at Inters. of 6th & Pearl St. in Eugene 1964
#6409

C&A
2702

RECEIVED
JUL 30 1964

FOR FILING

20 16

July 29, 1964

Birmingham Fire Ins. Co. of Pa.,
Regional Office
550 Kearny Street
San Francisco 8, California

Gentlemen:

On July 9, 1964, we wrote to you concerning release of final payment on contract #6409, awarded to Steeck Electric Co., for traffic signal installation on 6th Avenue at Pearl Street in Eugene on the Pacific Highway, Lane County.

Final payment on this contract is $606.20 and the total contract amount is $4,330.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 9 1964
FOR FILING

6429

July 8, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 6 on Contract No. 6429. The contract was with Steeck Electric Company and was for work on the traffic signal installation at 6th Avenue and Pearl Streets in Eugene on the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 8 and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAY 20 1964

FORM E-30X—50M—12-63 84677

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1964

SUBJECT: 6th Avenue at Pearl Street - Eugene
Traffic Signal Installation
Pacific Highway
Lane County
Contract No. 6409

To: Mr. D.B. Parkes
Office Engineering

Steeck Electric Company started work on the above project on May 4, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm
cc: Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 28 1964
FOR FILING

6409

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Steuck Electric Co.,
P. O. Box 1243
Medford
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6409 for the following project:

Traffic signal installation at intersection of 6th Avenue and Pearl Street in Eugene, Lane County.

This award was based on your low bid of $4,330.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 4 - 1964

FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS NO. [illegible]

Salem, Oregon
April 22, 1964

Traffic Signal Agreement
Pacific Highway West (6th Street)
Intersection: 6th & Pearl Streets
City of Eugene

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of a traffic signal agreement with the City of Eugene providing for installation of a traffic signal at the intersection of 6th and Pearl Streets in Eugene.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Eugene, Oregon.

Secretary

rn
Attach: 1

RECEIVED
MAR 18 1964

FOR FILING

[illegible]

[illegible]

Cross Referenced To:
Adm
Petitions
Lane Co

March 17, 1964

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon

Dear Mr. McKinley:

We will proceed with the design of the traffic signal installation at Sixth Avenue and Pearl Street on the basis that the installation will be of the span wire type.

We will coordinate our design with any possible changes that you might have in traffic flow either on Sixth Avenue or on Pearl Street.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. Gordon Wyatt
Traffic Engineer
City Hall
Eugene, Oregon

bc Forrest Cooper
R. L. Porter
F. B. Crandall

LEG:sm jw

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON, 97401

March 2, 1964

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Tom:

We are informed that planning for the construction of traffic signals at the intersection of 6th Avenue and Pearl Street in Eugene includes the plan to use either mast arm or signal bridge mounting. Gordon Wyatt has been reviewing the plans with Bill Zirbies, your signal engineer, and has questioned the need for this type of mounting in view of the necessity for providing for street lighting.

Because of the additional cost and because this design will require three poles on one corner of the intersection, two for traffic signals and one for street lighting, it will be appreciated if a second look can be taken at the possibility of using span wires and thus decreasing the cost and the requirement for poles.

Although we have mast arm installations along Franklin Boulevard, everything else in town is generally of the span-wire type. Along 6th Avenue and along Pearl Street on either or both sides of this proposed installation, we now have the span-wire type installation. The mast-arm type would be out of place.

Your consideration of this request will be very much appreciated.

Very truly yours,

Hugh McKinley
City Manager

Crandall
RD

HM:d
cc-Dir Pub Wks

RECEIVED
MAR 4 1964
TRAFFIC ENGINEERING

RECEIVED
MAR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR - 3 1964
OREGON
STATE HIGHWAY COMMISSION

CITY OF EUGENE
TRAFFIC ENGINEERING DIV.
EUGENE, OREGON

February 24, 1964

F. B. Crandall, Traffic Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Crandall:

A sepia transparent print of the intersection of Pearl Street with Sixth Avenue is being sent under separate cover. We have also included a small sketch which shows the existing underground facilities and proposed underground lines (in yellow) for street lighting and traffic signal power source.

We have spotted pole locations on the sepia for joint use street lighting and traffic signals. After talking with Bill Zirbies I understand that your present standard design is mast-arm or signal bridge. I'm sure that the locations we have shown are not too compatible with your design standards. With the future traffic changes to come along Sixth Avenue which would possibly require signal head and/or sign additions or relocation, I would strongly urge that this design be of the span-wire type rather than mast-arm design. Since all other signals along Sixth Avenue are of the span-wire type I would think that a similar installation at Sixth and Pearl would be more compatible, also.

It is our intention to change Pearl Street between Fifth and Sixth Avenues to a one-way street Southbound. I'm not sure of what traffic changes will come for Sixth Avenue, but I can keep hoping and trying to get some parking off and/or widening.

If we can be of further help in the design of this signal we will be happy to do so.

Very truly yours,

A Gordon Wyatt

A. Gordon Wyatt
Traffic Engineer

AGW:ach

Bud: This is not a serious matter. I would only recommend maste or bridges if they can reasonably be used.

W

[illegible] copies to Wyatt

RECEIVED
FEB 2[illegible] 1964
TRAFFIC ENGINEERING

RECEIVED
FEB 28 1964
TRAFFIC ENGINEERING

NOTE
L. E. GEORGE

RECEIVED
FEB 24 1964

FOR FILING

[illegible]
[illegible]
[illegible]

Cross Reference to:
[illegible]
Petitions
Lane

February 3, 1964

Agenda
3 G

1-30-64

Mr. A. Gordon Wyatt
Traffic Engineer
City of Eugene
City Hall
Eugene, Oregon

MLC

Dear Mr. Wyatt:

In response to your letter of December 17 to Mr. Tom Edwards, Assistant State Highway Engineer, a study was made concerning the installation of traffic signals at the intersection of Sixth Avenue (US99) and Pearl Street.

At the meeting on January 30, the Highway Commission approved the installation of pre-timed traffic signals at the location mentioned above at an estimated cost of $7,500 with the understanding that the City will pay one-half the cost of the installation and provide all future maintenance and power needs.

An appropriate agreement is being prepared and will be sent to you for execution in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:fm

cc
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall

RECEIVED
JAN 6 1964
FOR FILING

[illegible]-1625
6409

Cross Referenced To:
Adm
Petitions
Lane

January 3, 1964

Oregon State Highway Commission

915

Gentlemen:

We have received a request from the City of Eugene for the installation of traffic signals at the intersection of Sixth Avenue (US 99) and Pearl Street in that city.

Investigation discloses that the installation is warranted. Your approval is recommended for the installation of pre-timed traffic signals at an estimated cost of $7,500. The City of Eugene will be required to pay one-half the cost of the installation and care for future maintenance and power consumption.

This matter will be on the agenda for the January 30 meeting. We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pk bbc

CITY OF EUGENE
TRAFFIC ENGINEERING DIV.
EUGENE, OREGON

December 17, 1963

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem 10, Oregon

Dear Mr. Edwards:

The City of Eugene is planning to widen the paving on Pearl Street from 5th Avenue to 8th Avenue from its present 34 foot width to a 44 foot width during the 1964 construction season. Sixth Avenue, east of Pearl Street, is presently about 48 feet wide although an additional five feet widening may be done at the south curb of Sixth Avenue between High and Pearl Streets. The curb radii at both the High Street and Pearl Street intersections with Sixth Avenue will be set back to the future widths for Sixth Avenue. For this reason, future widening will not affect the design for the proposed signals at the intersection of Sixth and Pearl.

The one-way south-bound traffic pattern as it presently exists south of Sixth Avenue will be extended north to Fifth Avenue. This change will increase the volume of traffic on Pearl Street beyond the marginal warrant condition. Also, the installation of a signal at this intersection would generate additional traffic to Pearl which now crosses Sixth Avenue at other signalized intersections.

In April, 1962 a proposal was sent to your Traffic Engineering Division which would have changed the traffic signal at Sixth and High from a three-phase, full-actuated signal to a two-phase, pretimed, interconnected signal. To do this, traffic from the Ferry Street Overpass to Sixth Avenue and from Broadway (and Franklin Blvd.) via Mill Street would move out under the same green time at High Street. Conflicting turning movements would have to be prohibited and some channelization would be required. Also, all parking on Sixth Avenue would have to be prohibited to at least Willamette Street. (There is a good possibility of prohibiting parking even farther west than this.) An analysis of the traffic movements affected shows that there are convenient alternate routes for the traffic that would be affected by the turning prohibitions.

These widening and signal change proposals should be considered more thoroughly and in detail. It is believed that the signal is needed because of the lack of gaps in traffic on Sixth Avenue. A new signal should be planned with the proposed widening.

I will be happy to work with your staff in further investigation of these proposals.

Very truly yours,

A. Gordon Wyatt
Traffic Engineer

RECEIVED
DEC 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

AGW:ach

RECEIVED
NOV 26 1963
FOR FILING

20-16[illegible]

[illegible]

Cross Referenced To:
Adm
Petitions
Lane

November 22, 1963

Mr. A. Gordon Wyatt
City Traffic Engineer
City Hall
Eugene, Oregon

Dear Mr. Wyatt:

On September 11, you wrote to Mr. Glenn Clark, Division Traffic Engineer, requesting that study be made of the warrant for the installation of traffic signals at the intersection of Sixth and Pearl Streets in Eugene.

Mr. Clark has completed his investigation and it was found that there is a very marginal warrant for the installation of signals at this intersection. It was also found that the City is contemplating certain widening of Sixth Avenue and is considering the possibility of certain changes in the operation of the traffic signals at Sixth Avenue and High Street.

It is believed best to postpone any consideration of the signalization of the Sixth and Pearl Street intersection until plans have been finalized on the other changes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
G. L. Clark

VPJ:pk jw

F.B. [illegible]

FORM E-30X—50M—10-62 46823

REFERRED TO 11/15/63
Val
BY ASST. TRAFFIC ENGR.

I'm not [illegible] that I approve of Charles recommends.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
October 25, 1963

SUBJECT: Traffic Signal Investigation
Pacific Highway West - Eugene
US99 - Hwy No. 1W - M.P. 123.82
6th Avenue at Pearl Street

To: L. R. Chandler
Division Engineer
Office

[illegible] tells the City - we or Salem?

Attached is a letter dated September 11, 1963, from Mr. Gordon Wyatt, Traffic Engineer, Eugene recommending a study be made to determine the warrant for signalization. This letter further indicates the City has budgeted funds for this signal, considers it necessary and their willingness to sign the usual City-State agreement for installation, maintenance and power consumption. This request was motivated by a petition signed by numerous Eugene residents pointing out increasing Street vehicular volume and the need for signalization due to hazards to pedestrians.

The intersection of 6th Avenue and High Street forms a standard cross type intersection. 6th Avenue forms the westbound leg of the 6, 7th Avenues Couplet. 6th Avenue is striped for two lanes of traffic between High and Pearl Streets but is wide enough for three lanes of traffic if the northerly curb line were to be projected west of Pearl Street. This is not the case however and the street narrows to a two-lane, 36 ft. wide facility west of Pearl Street. Nearly all of this width is lost on the northerly curb line. Pearl Street is a major arterial south of 6th Avenue, 34 ft. in width. Pearl Street is one-way southbound south of 6th Avenue and extends through the Central business district. Pearl Street is the same width north of 6th Avenue but is striped and operated as a two lane two-way facility.

A manual turning movement count taken on September 12 and 13, 1963 revealed that 15,710 vehicles entered this intersection. 1,577 or 10% entered from the north on Pearl Street. Only 180 vehicles traveled north on Pearl Street north of 6th Avenue. 14,133 vehicles entered this intersection on 6th Avenue. Of those 1,615 made the left turn east to south during the 24 hour period. 180 pedestrians crossed 6th Avenue. The one-way streets reduce the conflicting movements to one. This being the westbound traffic in conflict with the southbound traffic from Pearl Street. Pearl Street is operating from a stop sign at present. The attached traffic signal warrant comparison data sheet indicates that the only warrant met is that of interruption of continuous traffic.

RECEIVED
NOV 5 1963
TRAFFIC ENGINEERING

ORIGINAL APPROVED L. R. CHANDLER

There were 24 reported accidents at this intersection during the period from January 1, 1958 to June 30, 1963. There were no fatalities but three persons were injured. There were 11 turning movement, 7 rear-end, 4 angle, 1 parking and 1 backing type accidents. It will be noted that two accidents involved northbound vehicles entering 6th Avenue from the south. These should be disregarded as this movement is no longer possible. 6th Avenue vehicular volume was not noticeably affected by the opening of the Willamette River crossing of the Pacific Highway December 5, 1961. It will be noted that for the turning movement accidents, all of which occured in 1961 involved westbound cars turning from the right hand lane while making the east to south movement, being struck by westbound 6th Avenue vehicles.

The High Street intersection, one block to the east of Pearl Street has been provided with a three phase signal. This signal allows two lanes of traffic to flow westbound on 6th Avenue on all of the three phases. Oak Street, one block west of Pearl Street, is signalized with a pre-timed signal. It is not unusual during peak hours to have the Oak Street signal back traffic through Pearl Street as shown on the attached photographs. With this problem present, southbound traffic originating north of 6th Avenue should find it easier to enter 6th Street at signalized intersections such as High Street or Willamette. It is considered unusual that as much volume as was obtained in the manual count exists at this location.

I have contacted Mr. Gordon Wyatt, Traffic Engineer, Eugene and discussed their overall planning in this area. The City intends to widen Pearl Street to 44 feet during the 1964 construction season. They tentatively intend to convert Pearl Street to one-way southbound from 3rd Avenue or 4th Avenue to 6th Avenue. They have indicated that they will probably always retain one southbound lane at the approaches to 6th Avenue on High Street. Mr. Wyatt is also preparing data for presentation to City officials requesting that 6th Avenue be widened three or four feet on the north side between Pearl and Jefferson Street. It is then planned to prohibit parking on the northerly side for this entire section. At such time as such widening and parking prohibition is accomplished, it would be feasible to a stripe 6th Avenue for three lanes westbound. At the time this widening is accomplished the City wishes our concurrence on making the 6th Avenue-High Street signal a two phase installation. There are certain storage problems associated with this plan particularly on the Ferry Street off ramp leading to this intersection, but additional green time may overcome these objections.

It is therefore recommended that due to the fact that this intersection does not meet the volume warrant for signalization, that there are alternate signalized intersections which can provide for the movement across 6th Avenue, the fact that the overall system in this area should be revised in the future and certain major widenings are being considered that the request for signalization be denied until such time as the 6th Avenue widening is accomplished.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

Glen L. Clark
Division Traffic Engineer

cc: F. B. Crandall
D. J. Sage
Robert Bothman

OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

October 1963

Traffic Signal Warrant Comparison

LOCATION: **6th & Pearl**

Eugene

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	979	600
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	116	150
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	979	900
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	116	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	979	600
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	13	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	1	5

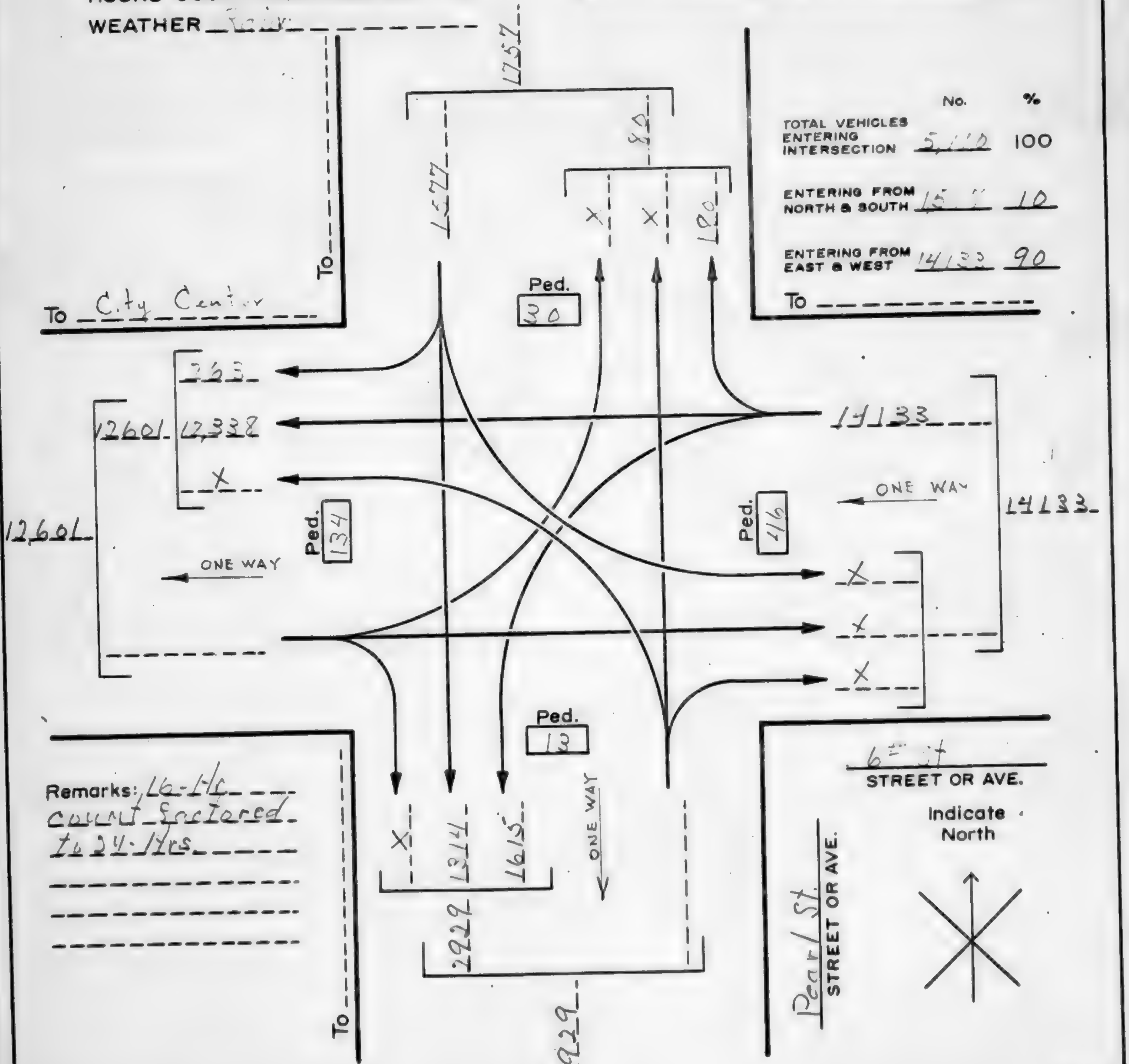
REMARKS:

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sept. 13 1963
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 A.M. to 10 P.M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 A.M. to 10 P.M.
WEATHER Rain

CITY OF [illegible]
INTERSECTION OF 6th
AND Pearl St
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	5,[illegible]0	100
ENTERING FROM NORTH & SOUTH	15[illegible]	10
ENTERING FROM EAST & WEST	14133	90


1757
1577
180
X
X
180
Ped. 30
To
To City Center
To
363
12601
12,338
X
12601
Ped. 134
ONE WAY
14133
ONE WAY
14133
Ped. 416
X
X
X
Ped. 13
X
1314
1615
ONE WAY
2929
2929
To

Remarks: 16-Hr count factored to 24-Hrs.

6th St
STREET OR AVE.

Pearl St.
STREET OR AVE.

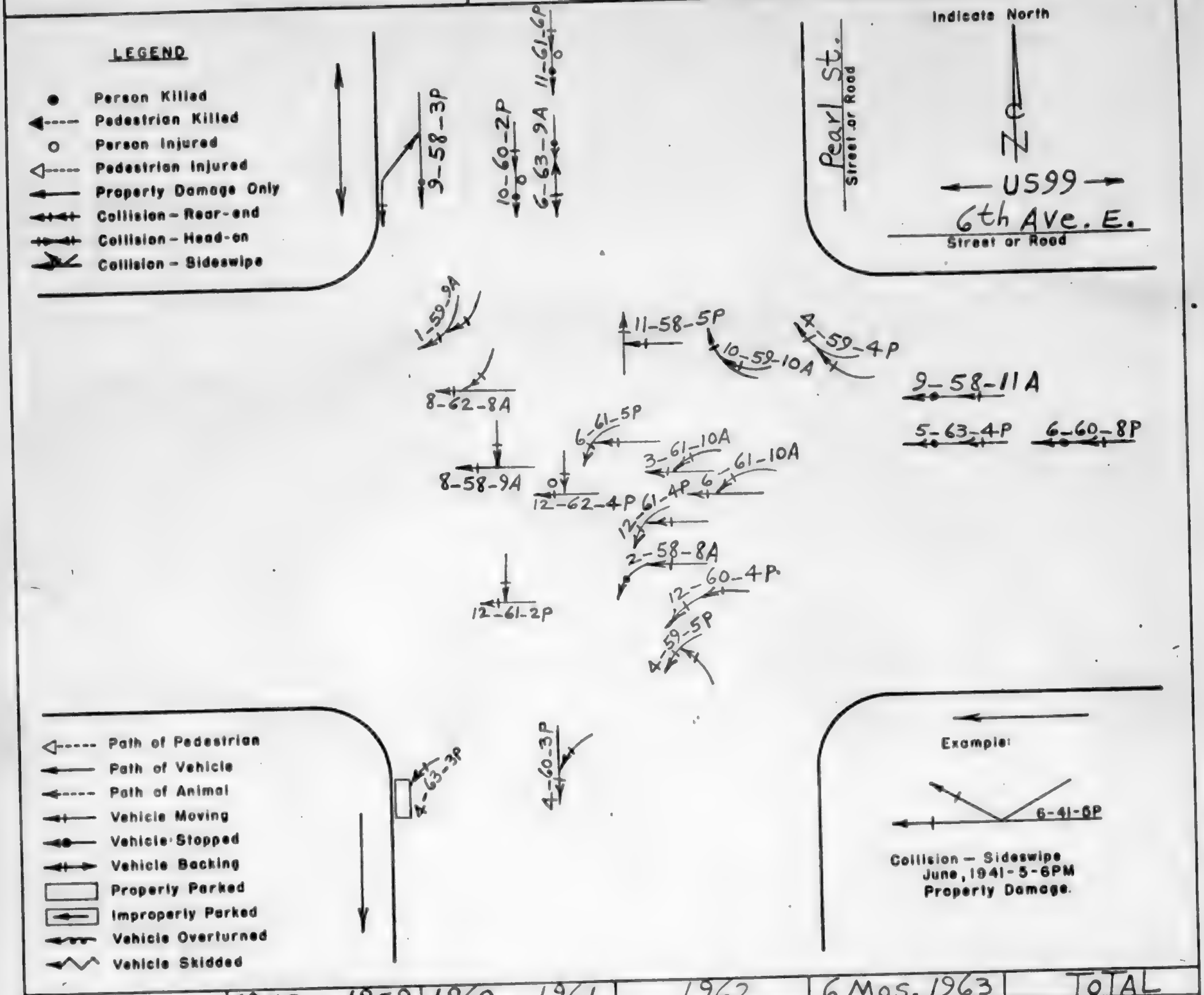
Indicate North

12-55

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Eugene County Lane
Intersection of 6th Ave. E. and Pearl St.
Highway Number 1W (US99) Wbd.
Period Covered 1-1-58 To 6-30-63
Compiled by C.S. Drawn by Date 8-16-63


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Indicate North
N
Pearl St.
Street or Road
US99
6th Ave. E.
Street or Road
9-58-3P
10-60-2P
6-63-9A
11-61-6P
1-59-9A
8-62-8A
8-58-9A
11-58-5P
10-59-10A
4-59-4P
9-58-11A
5-63-4P
6-60-8P
6-61-5P
3-61-10A
6-61-10A
12-62-4P
12-61-4P
2-58-8A
12-60-4P
4-59-5P
12-61-2P
4-63-3P
4-60-3P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision - Sideswipe
June, 1941-5-6PM
Property Damage.

Collision Type	1958 - 1959				1960 - 1961				1962				6 Mos. 1963				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			2	2			1	1		1		1						1	3	4
Head-on																				
Rear-end			2	2		2	2	4							1	1		2	5	7
Sideswipe																				
Turning Movement			4	4			5	5			1	1			1	1			11	11
Parking			1	1															1	1
Non-collision																				
Fixed Object																				
Pedestrian															1	1			1	1
Backing																				
Misc.																				
TOTAL			9	9		2	8	10		1	1	2			3	3		3	21	24

Form E-260 — 2M — 11-48

C4.A
2702

22-4218 Albany Br. & Harrisburg Br. 1964
over Willamette River (Clean &
#6410 Paint)

RECEIVED
NOV 19 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Nov. 19, 1964

C. H. Savage Co.
4126 S.E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

Re: Contract #6410
Albany-Harrisburg
Bridge
Claimant: Robert
H. Steagall

We are this date forwarding a copy of letter received from Robert H. Steagall for alleged paint damage to his automobile.

As you know, the State looks to the contractor for satisfactory prosecution of all work under the contract, and for all damages that may have occurred in the prosecution of said work.

We request that either you or your insurance carrier contact Mr. Steagall directly.

Yours very truly,

G. E. ROHDE
Chief Counsel

By
C. A. ALLISON
Staff Attorney

CAA:FMH

cc- Mr. G. E. Rohde
Mr. Floyd Query
Mr. Robert H. Steagall

NOTED
FLOYD QUERY

RECEIVED
OCT 26 1964

6410

October 26, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 16, 1964, we wrote to you concerning release of final payment on contract #6410, awarded to C. H. Savage Co., for maintenance painting the Albany & Harrisburg Bridges (Willamette River) on the Albany-Corvallis & Albany-Junction City Highways in Linn County.

Final payment on this contract is $7,801.95 and the total contract amount is $68,521.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. H. Savage Co.,
4126 SE Milwaukie
Portland 2, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 15 1964
FOR FILING

6410

October 15, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 5 on Contract No. 6410. The contract was with C. H. Savage Company and was for maintenance painting on the Albany and Harrisburg Bridges in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 15, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maisor

PMS:bbc

RECEIVED
APR 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

C. H. Savage Co.,
4126 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6410 for the following project:

Clean-paint the Albany Bridge and Harrisburg Bridge over the Willamette River, Linn County.

This award was based on your low bid of $60,521.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

23-1005 Chimney Cr.-Juntura Sec., 1964
Central Oregon Hwy. (Shoulder
#6411 Widening & Paving)

RECEIVED
DEC 3 - 1964

Salem, Oregon
December 3, 1964

Increase in Project
Authorization

E. S. Thompson
Resident Highway Engineer

This is to advise you that at its meeting of Nov. 24, 1964, the Highway Commission approved an increase of $15,534.62 in project authorization on Contract No. 6411, Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County.

The new authorization for construction is $264,245.12. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

[illegible]

cc: A. F. Parson

RECEIVED
DEC 2 - 1964

6411

December 2, 1964

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On October 30, 1964, we wrote to you concerning release of final payment on Contract No. 6411, awarded to C. E. Leseberg, for grading-paving the Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County.

Final payment on this contract is $9,198.80 and the total contract amount is $190,008.91, including $862.85 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
OCT 29 1964

FOR FILING

6411

October 27, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 26 on Contract No. 6411. The contract was with C. E. Lesseberg and was for grading and paving on the Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 27, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
L. H. Young
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Mason
A. F. Parson

LPS:bbc

RECEIVED
OCT 22 1964

6411

October 21, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 6411, the Chimney Creek-Juntura grading and paving project on the Central Oregon Highway in Malheur County, is anticipated. C. E. Lessburg of Nyssa is the contractor.

The original project authorization was $248,710.50. The present anticipated cost is $264,245.12 indicating an overrun of $15,534.62, or 6.25 per cent.

The reasons for this overrun are primarily due to unanticipated increases in the cost of culvert extensions and structure widening by State Forces. There was also an increase in the engineering costs because of the distance to the job site and increased field job control of materials requiring additional inspection.

This request for an additional authorization will be presented to you at the November 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

DES:bjm bbc

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1964

SUBJECT: Over-run of Project Authorization
Chimney Creek-Juntura Section
Central Oregon Highway
Contract No. 6411

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a "Report on Expected Over-run of Project Authorization" on the subject contract. This project for grading and paving is under contract to C. E. Leseburg of Nyssa.

The original project authorization was $248,710.50. The present anticipated cost is $264,245.12, indicating an over-run of $15,534.62, or 6.25%.

The major reasons for this over-run are due to over-runs on State Force work for culvert extensions and structure widening. These over-runs total $14,390.00. The anticipated final engineering costs will over-run the authorization approximately $6,800.00, due to increased inspection required for field job control of materials and the distance between the resident's headquarters and the job site which resulted in considerable exchange time.

It is recommended that the project authorization be increased by $15,534.62, from $248,710.50 to $264,245.12.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
OCT 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DES:bjm
Attachments

cc: L. H. Young

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: October 16, 1964

SECTION: Chimney Creek - Juntura

SECTION PREFIX: 23-1005

HIGHWAY: Central Oregon

COUNTY: Malheur

NAME OF JOB: Chimney Creek - Juntura

KIND OF WORK: Grading and Paving

CONTRACTOR: C. E. Leseberg

CONTRACT NUMBER: 6411

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: May 11, 1964

XXXXXX COMPLETION DATE: September 26, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 90

WORK DAYS USED: 86

PERCENT OF TIME ELAPSED: 95.5%

PROJECT AUTHORIZATION: $ 248,710.50

ENGINEERING AUTHORIZATION: $ 17,686.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 231,024.42

ENGINEERING COST TO DATE: $ 24,500.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 239,745.12

PERCENT OF AUTHORIZATION: 138.2 %

ESTIMATED PERCENT: OVERRUN XXXXXX 6.25 %

DATE PROJECT WAS COMPLETED: September 26, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.30	4.30			4.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.30	4.30			4.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,100 hr	30,000 ton			10,740 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,008 hr	29,705 ton			10,560 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,008 hr	29,705 ton			10,560 ton
AVERAGE DAILY QUANTITIES Past Week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	Workday Chg'd CAUSE OF DELAY
SUNDAY			
MONDAY			No Project Complete
TUESDAY			NOTED
WEDNESDAY			JOHN R. OAKES
THURSDAY			
FRIDAY			
SATURDAY			

5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity - Project Complete
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed on September 26, 1964
Semi-final estimate forwarded on Wednesday.

E S Thompson

SIGNED E. S. Thompson, Resident Engineer

ADDRESS 252 S. Date St.
~~Burns, Oregon~~

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 4 - 1964
FOR FILING

Form No. E-372—10M—7-55

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Chimney Creek-Juntura Date Septem 10-5-64, 19 64

Highway Central Oregon Contract No. 6411

County Malheur Kind of Work Grading & Paving Contractor C. E. Leseberg

Contract Amount $ 183,976.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
#2 Blade	496 hr	$16.00	$7,936.00	
#3 Tractor and Dozer	58 hr	22.00	1,276.00	
#4 Tractor, Dozer and Hydraulic Ripper	(-) 220	35.00	(-)7,700.00	
#5 Scraper	(-)299 hr	25.00	(-)7,475.00	
#8 Sprinkling	(-)1,343 M-Gal	2.00	(-)2,686.00	
Minor items, unitemized algebraic total			(-)1,644.23	
Subtotal				$ (-)10,293.23

Approved work orders (Price, extra work and state force orders) $ 48,716.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount	
S.F.O. #1 Flagging	$1,770.06	
S.F.O. #2 Extend Culverts	9,174.39	
S.F.O. #3 Widen Bridges (3)	5,190.02	
P.A. #2 DW-10 Scraper	1,628.32	
Minor items, unitemized algebraic total	(-) 416.44	
Subtotal		$ 17,346.35

Authorization for engineering	$ 17,686.08
Expected over-run or under-run of engineering authorization	$ 6,813.92
Costs not included above (explain)	$ 0
Allowance for future contingencies (______% of work remaining)	$ 0
Credits to come from transfers and deductions	$ 0
Present estimate of project cost	$ 264,245.12

Brief Statement of principal causes of over-run: Increased costs for culvert extensions, bridge widening and engineering were the principal causes of the overrun

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 248,710.50
Present estimate of project cost	$ 264,245.12
Expected over-run (Amount)	$ 15,534.62
Expected over-run (per cent)	6.25%

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Confirmed by: Division Engineer Asst.

Noted by: asst Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
APR 28 1964
FOR FILING

6411

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Mr. C. E. Laseberg
201 Reece Avenue
Nyssa
Oregon

Dear Sir:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6411 for the following project:

Shoulder widening-paving the Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County.

This award was based on your low bid of $183,976.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

123-1006 Owyhee River-Burns Jct. Sec., 1964
I.O.N. Hwy. (Shoulder Widening
#6412 & Paving)

RECEIVED
FEB 10 1965
FOR FILING
6412

February 10, 1965

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Attention: Mr. Steve James

Gentlemen:

On December 2, 1964, we wrote to you concerning release of final payment on Contract No. 6412 awarded to L. W. Vail Company, Inc., for grading and paving the Owyhee River-Burns Junction Section of the I. O. N. Secondary Highway in Malheur County.

Final payment on this contract is $18, 302. 60 and the total contract amount is $369, 488. 52, including $1, 266. 26 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington

Hartford Accident & Indemnity Co.
Portland Office
1805 S. E. Ankeny Street
Portland, Oregon
Attn: Mr. D. J. Dunbabin
Resident Agent
C. H. Maison
Attn: John Herr

RECEIVED
JAN 26 1965

FOR FILING

C 412

December 15, 1964

L. W. Vail Company, Inc.
P. O. Box 647
Pasco, Washington

Gentlemen:

The State Highway Commission, at its meeting on December 15 considered your request for 20 additional workdays to complete Contract #412 for grading and paving the Owyhee River-Burns Jct. Section of the I. O. N. Highway in Malheur County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for 20 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc
A. F. Parson
P. F. Burnett
F. D. Morgan
L. H. Young
C. H. Maison

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1964

SUBJECT: Extension of Time
Owyhee River-Burns Jct. Section
I.O.N. Highway
Contract No. 6412

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from L. W. Vail Company, Inc., contractor on the subject project, for an increase of 20 workdays, from 90 to 110, in which to complete the project without the assessment of liquidated damages.

The reason for this request is based on an overrun in equipment rental items and an overrun in special borrow material. The grading work on this project was much heavier than anticipated, causing an overrun in the equipment hours from 2,400 to 4,426 for an increase of 2,026 hours. Equipment used on the project accounted for 70 hours per day based on 7 pieces of equipment working 10-hour shifts. Applying these daily equipment hours to the overrun in contract equipment hours would justify a 29-day extension. The overrun in special borrow material is covered by the special provisions which specify that the estimated quantities may vary as much as 100 per cent and state that no compensation other than payment at unit bid prices will be allowed.

The contract was completed November 1, 1964, at which time 110 workdays had been charged. This amounts to a $2,800.00 penalty based on $140.00 per day in liquidated damages.

We recommend that an extension of 20 workdays be granted without the assessment of liquidated damages.

This is a State project and Bureau of Public Roads' concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young
A. F. Parson

RECEIVED
NOV 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

E—320 (Rev.)—5M—5-59

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 7, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 110 days, within which to complete our Contract No. 6412, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We do not have any quarrel with prevention of prosecution of work but request this extension due to increase in Equipment Rental items on the excavation portion and increase in quantities on the Special Borrow Item. These increases prevented our prosecution of work in accordance with our original schedule. (See attached letter submitted to your office, dated Sept. 22, 1964.

Respectfully submitted,

L. W. VAIL COMPANY, INC.
Contractor

By James W Harmon
Acting Vice President

CONSENT OF SURETY

Date October 7, 1964

We, The Hartford Addident and Indemnity Company, a Connecticut Corporation, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Jack Griffin
Attorney-in-fact

(SEAL)

Jack Dunbabin
Resident Agent

D. J. Dunbabin, Resident Agent
Portland, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6412 Contractor L. W. Vail Co., Inc.

Highway I.O.N.

Section Owyhee River-Burns Jct.

Kind of Work Grading and paving.

It is recommended that the request for increase in the number of workdays within which to complete said contract be or **GRANTED.** The reasons for such recommendation are as follows:

Granted as per ~~attached letter of transmittal~~ overrun in equipment rental hours extended time to complete project.

Recommended for Approval:

Division Engineer

asst. Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6412
Project designation (State-Federal)	State
Date awarded	April 23, 1964
Work started	June 29, 1964
Per cent completed (Date)	100% - Nov. 1, 1964
No. of Workdays Allowed	90
No. of Workdays Used	110
No. of Added Workdays Requested	20

State Printing 27939

September 22, 1964

Oregon State Highway Commission
State Highway Department
State of Oregon
Salem 10, Oregon

RE: Contract #6412
Owyhee River-Burns Jct. Section
of the L. O. N. Secondary Highway
in Malheur County

Gentlemen:

We wish to request an extension of contract time of twenty days. Additional excavation and borrow have caused us to fall considerably behind our anticipated schedule, and thereby making it impossible for us to finish the contract within the specified time limits.

On the attached sheet we have worked out a schedule showing the contract quantities on the borrow and excavation items, the present quantities, and estimated, projected completion quantities. Along with these figures we included the monetary value and percentages that you may see how we arrived at the time extension we are requesting.

On the attached sheet we have arrived at a projected increase in contract of 19.25%. Based on a monetary value of $3,442.00/per contract day or 19.25% of 90 working days we arrive at a necessary time extension of 17½ days. In an attempt to speed up daily production several additional pieces of equipment were moved onto the job. We also request additional time for these moves in the amount of 2½ days. This brings our total time-extension request to twenty working days as shown above. The completion date on this contract would then be October 30, 1964.

Very truly yours,

L. W. VAIL COMPANY, INC.

Lee Alexander
President

COPY

ITEM	DESCRIPTION	UNIT COST	CONTRACT QUANTITY-	AMOUNT	PRESENT QUANTITY	AMOUNT	PROJECTED QUANTITY	AMOUNT	% INC.
1	Special Borrow	.90/c.y.	46,800	$42,120.00	43,467	$39,120.30	65,000	$58,500.00	38%
3	Blade Grader	14.50/hr.	480	6,960.00	703.75	10,204.38	825	11,962.50	72%
4	Tractor-Dozer	16.00/hr.	480	7,680.00	570	9,120.00	670	10,720.00	39%
5	Tractor-Dozer/ Hydraulic ripper	31.00/hr.	480	14,880.00	485.75	15,058.25	585	18,135.00	22%
6	Scraper	22.00/hr.	960	21,120.00	1528.5	33,627.00	1,829	40,238.00	90%
	Tractor-Dozer (235-hp.	22.00/hr.	-	-0-	477.75	10,510.50	580	12,760.00	100%
			Total	$92,760.00		$117,640.43		$152,315.50	

Projected increase in monies $59,555.50
Increase over original contract 19.25%

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:
WEEK ENDING: December 4, 1964
SECTION: Owyhee River-Burns Jct.
SECTION PREFIX: 123-1006
HIGHWAY: ION
COUNTY: Malheur
NAME OF JOB: Owyhee River - Burns Jct.
KIND OF WORK: Grading and Paving
CONTRACTOR: L. W. Vail Company, Inc.
CONTRACT NUMBER: 6412
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 23, 1964
DATE WORK STARTED: June 29, 1964
ESTIMATED COMPLETION DATE: November 1, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: 90
WORK DAYS USED: 110
PERCENT OF TIME ELAPSED: 122
PROJECT AUTHORIZATION: $ 365,394.37
ENGINEERING AUTHORIZATION: $ 25,983.60
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 339,410.77
ENGINEERING COST TO DATE: $ 31,930.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 419,799.00
PERCENT OF AUTHORIZATION: 123 %
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 24 %
DATE PROJECT WAS COMPLETED: November 1, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100		100		100	100		

	GRADING	SURFACING	SPECIAL BORROW	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.9	11.9	11.9		11.9
MILES PARTIALLY COMPLETED	11.9	11.9	11.9		11.9
MILES COMPLETED	11.9	11.9	11.9		11.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,400 hour	12,000 ton	46,800 C.Y.		26,400 ton
TOTAL QUANTITIES CORRECTED TO DATE	4,426 hour	13,573 ton	56,612 C.Y.		26,797 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,426 hour	13,573 ton	56,612 C.Y.		26,797 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair all Week		NOTED JOHN R. OAKES
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate completed and submitted to Division Office. This data taken to La Grande by A. F. Parson, Div. Engr. and H. S. Coulter, Asst Div. Engr. Wednesday of this week. This will be the final weekly report on this project.

SIGNED P. F. Burnett

ADDRESS 3280 East Idaho Avenue, Ontario

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 3 - 1964

FOR FILING

6412

Salem, Oregon
December 3, 1964

Increase in Project
Authorization

F. F. Burnett
Resident Highway Engineer

This is to advise you that at its meeting of Nov. 24, 1964, the Highway Commission approved an increase of $98,284.23 in project authorization on Contract No. 6412, Owyhee River-Burns Jct. Section of the I.O.N. Highway in Malheur County.

The new authorization for construction is $463,678.60. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

DBF:mb

cc: A. F. Parsons

RECEIVED
DEC 4 - 1964
FOR FILING

6412

December 3, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 2
December 15, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from L. W. Vail Company, Inc., contractor on the Owyhee River-Burns Junction Section of the I.O.N. Highway in Malheur County, Contract No. 6412. The request is for an increase of 20 workdays based on an overrun in the equipment rental hours caused by the grading work being much heavier than originally anticipated. The overrun amounted to 2,026 hours above that called for on the contract. Based on the contractor's use of 7 pieces of equipment operating on 10-hour shifts, this overrun represents 29 days of additional time. A 20-day extension will establish a new completion time limit of 110 workdays.

We recommend that the request for an increase of 20 days be granted. This is a State project and was completed November 1, 1964.

This matter will be presented at your meeting on December 15.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young

C. H. Maison
A. F. Parson

DES:fp bbc

RECEIVED
DEC 2 - 1964
FOR FILING

[illegible]

6412

November 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed November 1 on Contract No. 6412. The contract was with L. W. Vail Co., Inc. and was for grading and paving on the Owyhee River-Burns Junction Section of the I.O.N. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 30, 1964, and that you concur in this procedure at the Commission meeting on December 15.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson
bbc

RECEIVED
OCT 14 1964

~~FOR FILING~~

6412

October 13, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 6412, the Owyhee River-Burns Junction grading and paving project on the I.O.N. Highway in Malheur County, is anticipated. L. W. Vail Co., Inc. of Pasco, Washington, is the contractor.

The original project authorization was $365,394.37. The present anticipated cost is $463,578.60, indicating an overrun of $98,284.23, or 26.9 per cent.

The reasons for this overrun are due to increases in the grading quantities and the unanticipated work done by extra work orders, because the grading work was much heavier than what had been originally estimated.

This request for an additional authorization will be presented to you at the November 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

DES:bjm bbc

RECEIVED
DEC 1 - 1964
FORM E-30 50M 12-63 84676
FOR FILING

6d 12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1964

SUBJECT: Over-run of Project Authorization
Owyhee River-Burns Jct. Section
I.O.N. Highway
Contract No. 6412

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a "Report of Expected Over-run of Project Authorization" on the subject contract. This project for grading and paving is under contract to L. W. Vail Co., Inc. of Pasco, Washington.

The original project authorization was $365,394.37. The present anticipated cost is $463,578.60 indicating an over-run of $98,284.23, or 26.9%.

The reasons for the over-run are due primarily to much heavier grading work than was originally estimated, increasing the cost of the grading items some $39,895.00. Extra work orders totaling $50,075.00 plus over-runs in work orders totaling $17,910.00 added to the over-run.

It is recommended that the project authorization be increased by $98,284.23, from $365,394.37 to $463,578.60.

A rough draft to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young

RECEIVED
OCT 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Attachments To Young
11-30-64

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Form No. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Owyhee River - Burns Jct. Date September 30, 1964

Highway I.O.N. Contract No. 6412

County Malheur Kind of Work Grading & Paving Contractor L. W. Vail Co. Inc.

Contract Amount $ 309,795.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
1. Special Borrow Excavation	10,200 C.Y.	0.90	$ 9,180.00
3. Blade Grader	390 hr.	14.50	5,655.00
4. Tractor Dozer	190 hr.	16.00	3,040.00
5. Tractor Dozer w/Hyd. Ripper	100 hr.	31.00	3,100.00
6. Scraper	860 hr.	22.00	18,920.00

Minor items, unitemized algebraic total +2,235.00

Subtotal $ 42,130.00

Approved work orders (Price, extra work and state force orders) $ 51,075.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
S.F.O. #1 Flagging	$ 8,000.00
S.F.O. #3 Widen Structures	2,000.00
P.A. #1 Tractor Dozer (235 min. engine H.P. in lieu of Tractor Dozer w/Hyd. Ripper	6,880.00

Minor items, unitemized algebraic total +1,030.00

Subtotal $ 17,910.00

Authorization for engineering $ 25,983.00

Expected over-run or under-run of engineering authorization + 8% of work remaining $ 11,190.00

Costs not included above (explain) $

Allowance for future contingencies (4 % of work remaining) $ 5,595.00

Credits to come from transfers and deductions $

Present estimate of project cost $ 463,$\overset{6}{5}$78.00

Brief Statement of principal causes of over-run: Due to heavy grading encountered there was considerable overrun of equipment hours. Special borrow off quite a bit - in checking figures for this item find it takes approx. 55,000 cu. yds. to construct section shown on typical section. Also there was quite an overrun on State force work.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 365,394.37

Present estimate of project cost $ 463,$\overset{6}{5}$78.00

Expected over-run (Amount) $ 98,284.23

Expected over-run (per cent) 26.9

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

FORM E-120
RECEIVED
APR 28 1964
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6412

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH G. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

L. W. Vail Co. Inc.,
P. O. Box 847
Pasco
Washington

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6412 for the following project:

Shoulder widening-paving the Owyhee River-Burns Jct. Section of the I.O.N. Highway in Malheur County.

This award was based on your low bid of $309,795.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

123-1007 Jackson Cr.-McDermit Sec., 1964
I.O.N. Hwy. at McDermit (Shoulder
#6413 Widening & Paving)

RECEIVED
SEP 30 1964
FOR FILING

September 29, 1964

Hartford Accident & Indemnity Co.,
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

On September 25, 1964, we wrote to you concerning release of final payment on contract $6413, awarded to L. W. Vail Co. Inc., for grading-paving the Jackson Creek-McDermit Section of the I.O.N. Secondary Highway in Malheur County.

Final payment on this contract is $8,355.05 and the total contract amount is $192,449.82, including $959.46 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hartford Accident & Indemnity Co.,
Portland Office
1 65 SE Ankeny St.,
Portland, Oregon

cc: L. W. Vail Co. Inc.,
P. O. Box 847
Pasco, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 25 1964

FOR FILING
[illegible]
6413

September 24, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 20 on Contract No. 6413. The contract was with L. W. Vail Company and was for grading and paving on the Jackson Creek-McDermit Section of the I.O.N. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 24, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING September 11, 1964

SECTION Jackson Creek - McDermit

SECTION PREFIX 123-1007

HIGHWAY I.O.N.

COUNTY Malheur

NAME OF JOB Jackson Creek - McDermit

KIND OF WORK Grading & Paving

CONTRACTOR L.W. Vail Company, Inc.

CONTRACT NUMBER 6413

FEDERAL AID PROJECT NUMBER State

DATE OF CONTRACT April 23, 1964

DATE WORK STARTED May 12, 1964

COMPLETION DATE August 20, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION. 0

SPECIFIED WORK DAYS 70

WORK DAYS USED 67

PERCENT OF TIME ELAPSED 95.7 %

PROJECT AUTHORIZATION $ 222,286.12

EXCLUSIVE OF ENGINEERING: $ 208,174.04

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 208,174.04

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 16,112.08

ENGINEERING COST TO DATE $ 16,926.86

PERCENT OF AUTHORIZATION 105.1 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 %

DATE PROJECT WAS COMPLETED: August 20, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD	
----	----	100	----	100	100	100	

	GRADING	SURFACING	Sp. Borrow Exc.	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.00	9.00	9.00	-	9.00
MILES PARTIALLY COMPLETED					
MILES COMPLETED	9.00	9.00	9.00		9.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	650 hr.	8,660 ton	12,200 CY		18,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	1,276.5 hr.	7,502.3 ton	27,408.7 CY		17,628.04 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,276.5 hr.	7,502.3 ton	27,408.7 CY		17,628.04 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

	WEATHER	HOURS DELAY	Workday Chg'd. CAUSE OF DELAY
SUNDAY			
MONDAY			No Contract work on this project has been completed
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
SEP 14 1964

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S

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

The Semi-Final report on this project was completed and submitted to Division Office in LaGrande on September 9, 1964.

Plant site cleanup will be complete upon removal of 2 fuel storage tanks.

Mr. A.F. Parson & Mr. H.S. Coulter visited this office on Wednesday.

FINAL REPORT

E S Thompson

SIGNED E. S. Thompson, Resident Engineer

252 So. Date St.

ADDRESS Burns, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUL 27 1964
FOR FILING

6413

July 27, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is anticipated on the Jackson Creek-McDermit Section, grading and paving project on the I.O.N. Highway in Malheur County. This project, Contract No. 6413, is under contract to L. W. Vail, Inc., of Pasco, Washington.

The original project authorization was $198,451.12. The present anticipated cost is $222,288.08, indicating an overrun of $23,836.96, or 12.01 per cent.

This is a project which required borrow excavation and grading on an equipment rental basis. More borrow was required than was anticipated, which also ran up the equipment rental cost to some extent.

This matter will appear on the agenda for the August 27 Commission meeting. Your approval of the overrun and an additional authorization of $23,835 is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw (with forms)
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp/RLP:ms hlb

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1964

SUBJECT: Overrun of Project Authorization
Jackson Creek-McDermitt Section
I.O.N. Highway
Contract No. 6413

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a Report on Expected Overrun of the original project authorization on this project, which is under contract to L. W. Vail, Inc. of Paso, Washington. The original authorization was $198,451.12. The present estimate of cost is $222,288.08 indicating an overrun of $23,836.96 or 12.01 per cent.

The reason for the overrun is that flattening of the slopes was done for the entire length of the project rather than on only the first 3 miles. This required additional material to be placed in fill areas.

Division Engineer states that he was under considerable pressure to provide safer shoulders in this area and approved this type of construction. The flatter slopes do provide a much safer shoulder than originally planned. Also, they present a much more pleasing appearance to the traveling public.

This is a State project, so has not been discussed with the Bureau of Public Roads. A rough draft to the Commission is attached. Your approval of the overrun is recommended.

F. D. Morgan
Construction Engineer

CHB:fp:FDM:bjm
Attachments

cc: L. H. Young

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JUL 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 9 - 1964
FOR FILING

Form No. E-3[illegible]—10M—7-[illegible]

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Jackson Creek - McDermit | Date June 22, 1964
Highway I.O.N. | Contract No. 6413
County Malheur | Kind of Work Grading & Paving | Contractor L. W. Vail Co., Inc.
Contract Amount $ 167,101.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
#1 Special borrow exc., Unclassified	12,200	$ 0.85	$ 10,370.00
4 Tractor and Dozer, 75 H.P.	105	15.00	1,575.00
5 Tractor and Dozer, 185 H.P.	130	22.00	2,860.00
6 Scraper	370	22.00	8,140.00

Minor items, unitemized algebraic total 0.0

Subtotal $ 22,945.00

Approved work orders (Price, extra work and state force orders) $ 8,500.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
S.F.O.#2 Culvert Extensions	$ 2,500.00

Minor items, unitemized algebraic total 0.0

Subtotal $ 2,500.00

Authorization for engineering	$ 14,112.08
Expected over-run or under-run of engineering authorization	$ 2,000.00
Costs not included above (explain)	$ 0.00
Allowance for future contingencies (3 % of work remaining)	$ 5,130.00
Credits to come from transfers and deductions	$ 0.00
Present estimate of project cost	$ 222,288.08

Brief Statement of principal causes of over-run:

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 198,451.12	222,286.12
Present estimate of project cost	$ 222,288.08	
Expected over-run (Amount)	$ 23,836.96	
Expected over-run (per cent)	12.01 %	

Space to right of this line is for use of Salem office.

Submitted by: E. L. Thompson
Resident Engineer

Confirmed by: Alfred
Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

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APR 28 1964
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[illegible]-1067

6413

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

L. W. Vail Co. Inc.,
P. O. Box 847
Pasco
Washington

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6413 for the following project:

Shoulder widening-paving the Jackson Creek-McDermit Section of the I.O.N.Highway in Malheur County.

This award was based on your low bid of $167,101.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

124-1063 Silverton Sec., Hillsboro- 1964
Silverton & Silver Cr. Falls
#6414 Hwys. (Paving)

RECEIVED
JUL 3 0 1964
FOR FILING

124-106-3

6414

July 30, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 9, 1964, we wrote to you concerning release of final payment on contract #6414, awarded to Salem Road & Driveway Co., for paving the Silverton Section of the Hillsboro-Silverton and Silver Creek Falls Highways in Marion County.

Final payment on this contract is $556.79 and the total contract amount is $18,900.56, including $340.94 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Salem Road & Driveway Co.,
P. O. Box 503
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 9 1964

FOR FILING

July 8, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 26 on Contract No. 6414. The contract was with Salem Road and Driveway Company and was for paving on the Silverton Section of the Hillsboro-Silverton and Silver Creek Falls Highways in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 8 and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING: July 3, 1964
	SECTION Silverton	SECTION PREFIX 124 - 1063
	HIGHWAY Hillsboro - Silverton & Silver Creek Falls	COUNTY Marion
NAME OF JOB Silverton	KIND OF WORK Paving	
CONTRACTOR Salem Road & Driveway Co.	CONTRACT NUMBER 6414	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 23, 1964	DATE WORK STARTED June 23, 1964	ESTIMATED COMPLETION DATE June 26, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS Completion Time Limit August 21, 1964	WORK DAYS USED
PROJECT AUTHORIZATION: $22,465.25	ENGINEERING AUTHORIZATION $1,597.60	PERCENT OF TIME ELAPSED 55%
EXCLUSIVE OF ENGINEERING: $20,868.65	ENGINEERING COST TO DATE $2,100.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $18,901.11	PERCENT OF AUTHORIZATION 131.4 %	
ESTIMATED PERCENT: UNDERRUN 9.43 %	DATE PROJECT WAS COMPLETED: June 26, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
None	None	None	None	None	100%	None	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,700 Ton
TOTAL QUANTITIES CORRECTED TO DATE					2,592 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2,592 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

None

NOTED
JOHN R. OAKES

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy	0	Project completed Friday, June 26, 1964
TUESDAY	Cloudy	0	
WEDNESDAY	Showers	0	
THURSDAY	Cloudy	0	
FRIDAY	Cloudy	0	
SATURDAY			

CONSTRUCTION DIVISION
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JUL 6 1964
NOTED ☐ ☐ ☐ ☐ ☐
ACE ACE COS

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Mr. Wimer, Assistant Division Engineer, made the final inspection of the project Tuesday. We will submit the semi - final report Monday next.

FINAL REPORT.

SIGNED Arthur Duffy

ADDRESS Arthur Duffy, P.O.Box 30, Salem, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 2 8 1964
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6414

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6414 for the following project:

Paving the Silverton Section of the Hillsboro-Silverton and Silver Creek Falls Highways in Marion County.

This award was based on your low bid of $19,470.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

2-6-64

Prefix: 124-1499

LOCATION PROSPECTUS
SILVERTON SECTION
HILLSBORO-SILVERTON AND SILVER CREEK FALLS HIGHWAYS
MARION COUNTY

HIGHWAY: Hillsboro-Silverton Highway No. 140 and Silver Creek Falls Highway No. 163.

TERMINI: The north end of the project is at M.P. 51.76 on the Hillsboro-Silverton Highway, which point is 0.51 mile east of the west city limits of Silverton. The south end of the project is at M.P. 40.07 on the Silver Creek Falls Highway, which point is 0.85 mile easterly of the intersection with the Cascade Highway.

LENGTH: The project length is 1.13 miles.

NARRATIVE: This is an asphaltic concrete pavement overlay project and involves no widening or relocation. Adjustment of manholes and valve boxes or lampholes will be required. The project will be worked up entirely in the Division Office, including the preparation of plans, specifications and estimates. Reconnaissance or an economic analysis are not needed. There is no need to tie this project to the Lambert Grid System. This is a State project.

CHARACTERISTICS: Weighted 1962 ADT is 2,590, with the westerly 0.33 mile having a weighted 1962 ADT of 4,100.

TYPICAL SECTION: 40-foot pavement, curb to curb.

BASE DESIGN: 1-1/2-inch asphaltic concrete overlay on existing facility.

MATERIAL SOURCES: Local commercial.

ADDITIONAL FACILITIES:

Interchanges	None
Railroad Crossings	None
Bridges	None

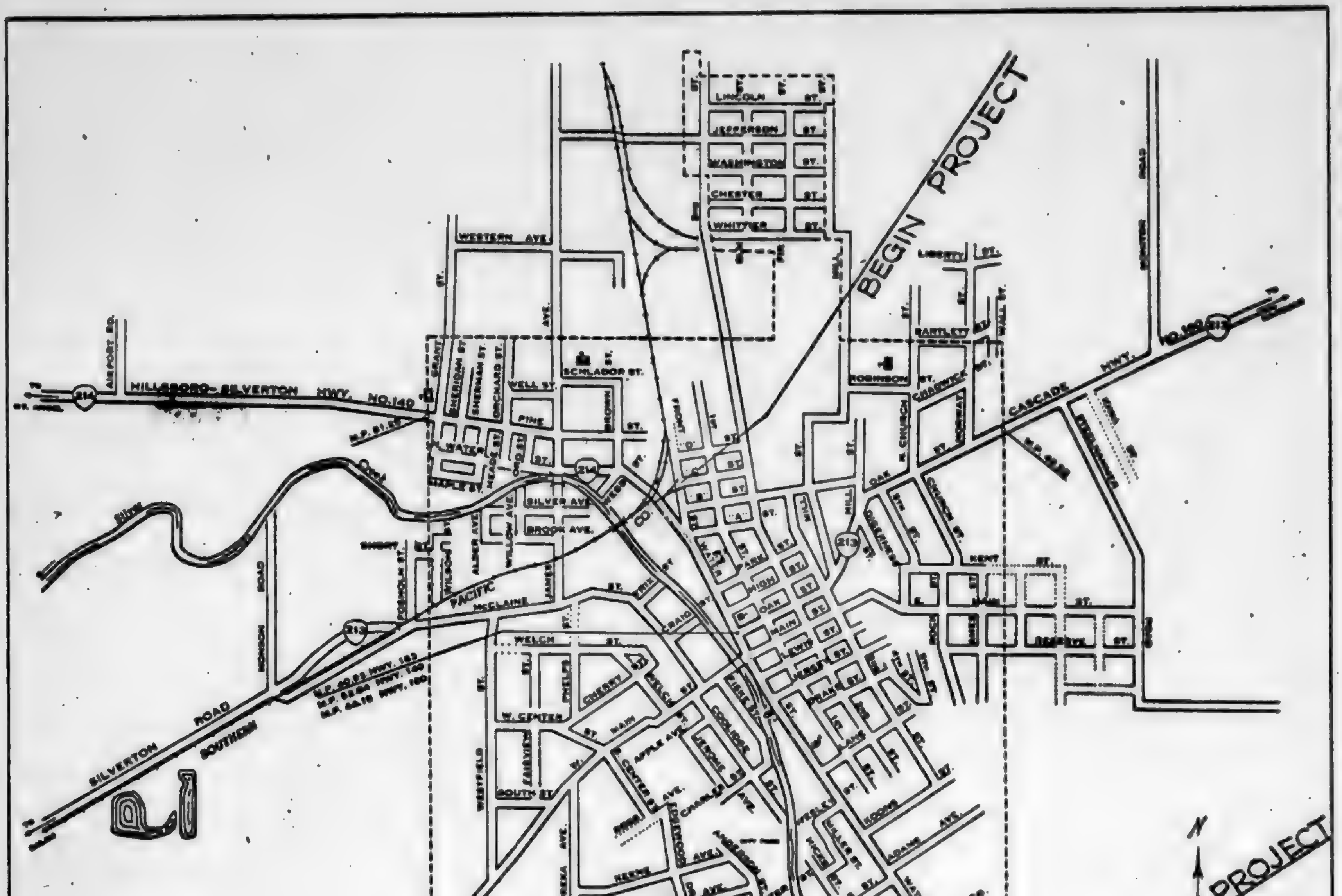
AGREEMENTS: None required.

NOTED

STATE PARKS: None.

ROADSIDE REST AREAS: None

February 6, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young


BEGIN PROJECT
END PROJECT
HILLSBORO–SILVERTON HWY. NO. 140
CASCADE HWY. NO. 160
SILVER CREEK FALLS HWY. NO. 162
SILVERTON ROAD
SOUTHERN PACIFIC
STAYTON HWY.
EUREKA AVE.
AIRPORT RD.
WESTERN AVE.
LINCOLN ST.
JEFFERSON
WASHINGTON
CHESTER
WHITTIER
SCHLADOR ST.
PINE
WATER
MAIN
OAK
HIGH
LEWIS
WELCH ST.
MCCLAINE
W. CENTER
SOUTH ST.
N
TYPICAL SECTION
40′
Proposed Class "B" Asph. Conc. Overlay, 1½" Thk.
3′
3′
Existing Pavement
Existing Curbs
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
City Hall
Court House
Armory
Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
SILVERTON
MARION COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
U.S. DEPARTMENT OF COMMERCE
Scale in Feet
Revised March

PROSPECTUS MAP
Silverton Section
Hillsboro - Silverton & Silver Creek Falls Highways
Marion County
Scale: 1" = 1600'   Feb. 1964

25-1042 Structures, Grading & Paving 1964
on Hinton Cr. & Willow Cr. Brs.
#6415 Sec., Heppner Hwy.

RECEIVED
DEC 10 1964

FOR FILING

6415

December 10, 1964

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

On October 16, 1964, we wrote to you concerning release of final payment on Contract No. 6415, awarded to Schrader Construction Company, Inc., for structures, grading and paving on the Hinton & Willow Creek Bridges of the Heppner Highway in Morrow County.

Final payment on this contract is $9,613.47 and the total contract amount is $105,943.47. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Schrader Construction Co., Inc.
7912 S. E. Powell Boulevard
Portland, Oregon

Deely & Company
Board of Trade Building
Portland 4, Oregon

C H Maison
Attn: John Herr

RECEIVED
OCT 15 1964
FOR FILING

6415

October 15, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 1 on Contract No. 6415. The contract was with Schrader Construction Company and was for work on the Hinton and Willow Creek Bridges on the Heppner Highway in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 15, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
OCT 6 - 1964
FOR FILING

6415

Salem, Oregon 97310
October 6, 1964

Ribbon Cutting, Heppner

Mr. Forrest Cooper
State Highway Engineer
OFFICE

Judge Oscar Peterson, Morrow County, was in my office yesterday re a ribbon cutting on the two little bridges in Heppner.

This is the one he goofed up two or three weeks ago, at which time Mr. Fridley had indicated a willingness to go, and I subsequently had to cancel out.

The Judge indicates that he has it tentatively set up for this coming Monday, October 12, with a "needling" during a luncheon following the ribbon cutting. He advised that he had talked to Mr. Fridley about a week ago by phone and had not heard back from Mr. Fridley as to whether he could or could not be present.

Will you check this out with Mr. Fridley and advise. This is the matter I discussed with you this morning, and you asked for a memo.

Victor D. Wolfe
Administrative Assistant

VDW:srb

cc: Mr. R. L. Porter

MORROW COUNTY COURT

OSCAR E. PETERSON, Judge
Heppner, Oregon

E. O. FERGUSON, Commissioner
Heppner, Oregon

WALTER HAYES, Commissioner
Boardman, Oregon

Heppner, Oregon

September 3, 1964

Wolfe

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

Dear Mr. Query:

The two bridges built here in Heppner by the State Highway Department are now nearly completed. It is a splendid job and we are most happy.

At the Chamber of Commerce meeting last Monday, it was decided we should have some kind of opening ceremony, ribbon cutting festivity, now at this time or near the time of opening. And it was decided we ask some one from the State Highway Department to be with us. I was asked to make this contact.

Would it be possible for some one from the Commission to be with us? Either one of the Commissioners, one of the Highway Engineers, or yourself. It would be most highly appreciated.

For a long time it has been my hope and wish that some one from the State Highway Department could visit with us here. I hope it can be now. A suggested date and hour is September 14th, 11:00 A.M. and then be with us for the Chamber luncheon.

May I hear from you? Thank you most kindly.

Sincerely,

Oscar E. Peterson
Oscar E. Peterson
Morrow County Judge

OEP:mb

RECEIVED
SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 8 1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: x222 776A and 777A

WEEK ENDING: Oct. 3, 1964

SECTION: Hinton Creek-Willow Creek

SECTION PREFIX: 25-1042

HIGHWAY: Heppner

COUNTY: Morrow

NAME OF JOB: Hinton & Willow Creek Bridges

KIND OF WORK: Structures, Grading & Paving

CONTRACTOR: Schrader Construction Co. Inc.
7912 S.E. Powell Blvd., Portland, Ore.

CONTRACT NUMBER: 6415

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: May 13, 1964

ESTIMATED COMPLETION DATE: Oct. 15, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS: 100

WORK DAYS USED: ~~x100x~~ 98

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $ 116,456.51

ENGINEERING AUTHORIZATION: $ 8,281.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 108,175.16

ENGINEERING COST TO DATE: $ 10,000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,307.23

PERCENT OF AUTHORIZATION: 120.7 %

ESTIMATED PERCENT OVERRUN ~~xxxxxx~~ . . . . . 20.7 %

DATE PROJECT WAS COMPLETED: Sept. 30, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Flatbed truck, backhoe tractor, 1 D4 Cat, Motor patrol

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Fair		
MONDAY 28	Fair		
TUESDAY 29	Pt. Cldy		
WEDNESDAY 30	Cldy, Windy		
THURSDAY 1	Mstly Fair		D NE
FRIDAY 2	P t. Cldy		5
SATURDAY 3	Fair		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity
MONDAY 28	Br#777A: Completed surface finishing. Br#776A: Patched curb and painted it. Painted primer Coat on guardrai Placed top course on shoulders. Cleaning up job site.
TUESDAY 29	Br.#777A: Painted finish coats on guard rail. Br.#776A: Painted finish coats on guard.rail. Cleaned up job site.
WEDNESDAY 30	Finished cleanup. Scott Coulter from Division office at La Grande accompanied Don Gallaher, Br. Res., on final inspection and acceptance of Project. Job completed.
THURSDAY 1	Project completed and accepted on Sept. 30, 1964. Work days ended on that day
FRIDAY 2	No activity
SATURDAY	

REMARKS

Status: Job complete and accepted.

Construction Division ✓

SIGNED C. W.

ADDRESS D.W.Gallaher, Hermiston, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUN 26 1964
FOR FILING

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1964

SUBJECT: Hinton and Willow Creek Bridges
Contract No. 6415

To:

Mr. Donald Gallaher
Resident Bridge Engineer
Oregon State Highway Department
P. O. Box 328
Arlington, Oregon 97812

A copy of your June 9 letter referring to a 4" water main on the Hinton Creek Bridge has been received.

This is to instruct you to revise your State Force Order No. 2 to include the relocation of the 4" water main on the Hinton Creek Bridge at State expense.

Please do whatever is necessary to get an acceptable job to the City of Heppner at the least cost to the State even if the estimate for doing this work overruns the $1,000 amount set up in the contract authorization. Any overrun would come out of the 4½% contingency fund.

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson ✓
Mr. A. F. Parson

NOTED
P. M. STEPHENSON

FORM E-30 EOM 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Arlington, Oregon
June 9, 1964

SUBJECT: Hinton & Willow Creek Bridges
Contract # C415
Heppner Highway
Morrow County

To: Mr. A. F. Parson
Division Engineer
LaGrande, Oregon

Your attention is called to a letter dated June 5, 1964, from Mr. J. N. Hershberger, Utilities and Railroad Attorney of the State Legal Division, to the City of Heppner.

The above referenced letter denies payment for work to be performed by The City of Heppner to re-locate a four inch water line between Stations 1969 + 00 and 1969 + 60.

The intention of this letter is to clarify circumstances and present pertinent information relative to the performance of this work.

The Project Authorization for this contract provides $1,000.00 to move water lines by the City of Heppner. In consideration of field conditions, and the statement on Page 1 of the Special Provisions calling for underground utilities to be moved at no cost to the Contractor, State Force Order # 2 was prepared for $600.00 and submitted to your office for approval. This amount was based on an estimate prepared by myself with the assistance of Mr. Victor Groshens, Heppner City Water Superintendent. Mr. Groshens was informed at this time that the State would pay the cost of this work. At that time this office had received no instructions or indications to the contrary.

Work by the Contractor(Shrader Construction Co.) on the Hinton Creek Bridge was somewhat delayed in excavating for footings at Bents 1 & 2 on the left (East side) due to precautions taken to prevent damage of the four inch transite pipe water line, not shown or listed by our contract documents. On May 21, 1964, while demolishing the North abutment footing for a pedestrian bridge constructed by State Forces, the four inch water line was ruptured within the length of pipe embedded in this concrete footing. City forces cut the flow at adjacent valves and installed a steel pipe by-pass, carried over the existing roadway of the Hinton Creek Bridge. Considering the fragile nature of transite pipe, it would have been impossible for the contractor to have removed this section of concrete (necessary to clear new abutment construction) without breaking this water line. Also, the vertical position of this line at the elevation it was found, was unknown to all parties involved.

Temporary relocation of this water line cleared the excavation area, allowing the Contractor to proceed in an unhampered manner. Mr. Willard Schlegle, the Contractor's superintendent for this project, had continually urged the City to by-pass this excavation area. This resulted in preparations by the City to re-locate the line to a permanent location supported by the new bridge superstructure. A claim for additional work caused by delay and extra work to accomodate the re-location of this line will undoubtedly be submitted by the Contractor.

FORM B-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Arlington, Oregon
June 9, 1964

SUBJECT:

To:

The City of Heppner does not feel that they have been fairly treated in this matter, and without a prior budget allowance for this work, other funds must be prevailed upon to fill the gap. With the particular circumstances of the rupture of this water line in itself, I feel the State has a legal and moral obligation for the repair and relocation of this water line.

Mr. Hershberger's letter does not indicate the correct station limits for the four inch transite water main in question. The true description of the location of that section of the line in conflict with our bridge widening would cover approximate stations of 1966 + 55 thru 1969 + 20.

Consideration and recommendation of payment for this cost of water main relocation is urged.

D. W. Gallaher

D. W. Gallaher,
Resident Bridge Engineer.

cc: J. W. Valentine
Division Office File ✓
File

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible] MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR 28 1964
FOR FILING

6-1-64

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Schrader Const. Co. Inc.,
7912 SE Powell Blvd.,
Portland 6
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6413 for the following project:

> Structures-grading-paving on the Hinton Creek and Willow Creek Bridges Section of the Heppner Highway in Morrow County.

This award was based on your low bid of $100,910.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Marchant

RECEIVED
MAR 23 1964

FOR FILING

Heppner,Oregon
March 19,1964

Mr Forrest Cooper
Oregon State Highway Engineer
Salem,Oregon.

Dear Mr Cooper:

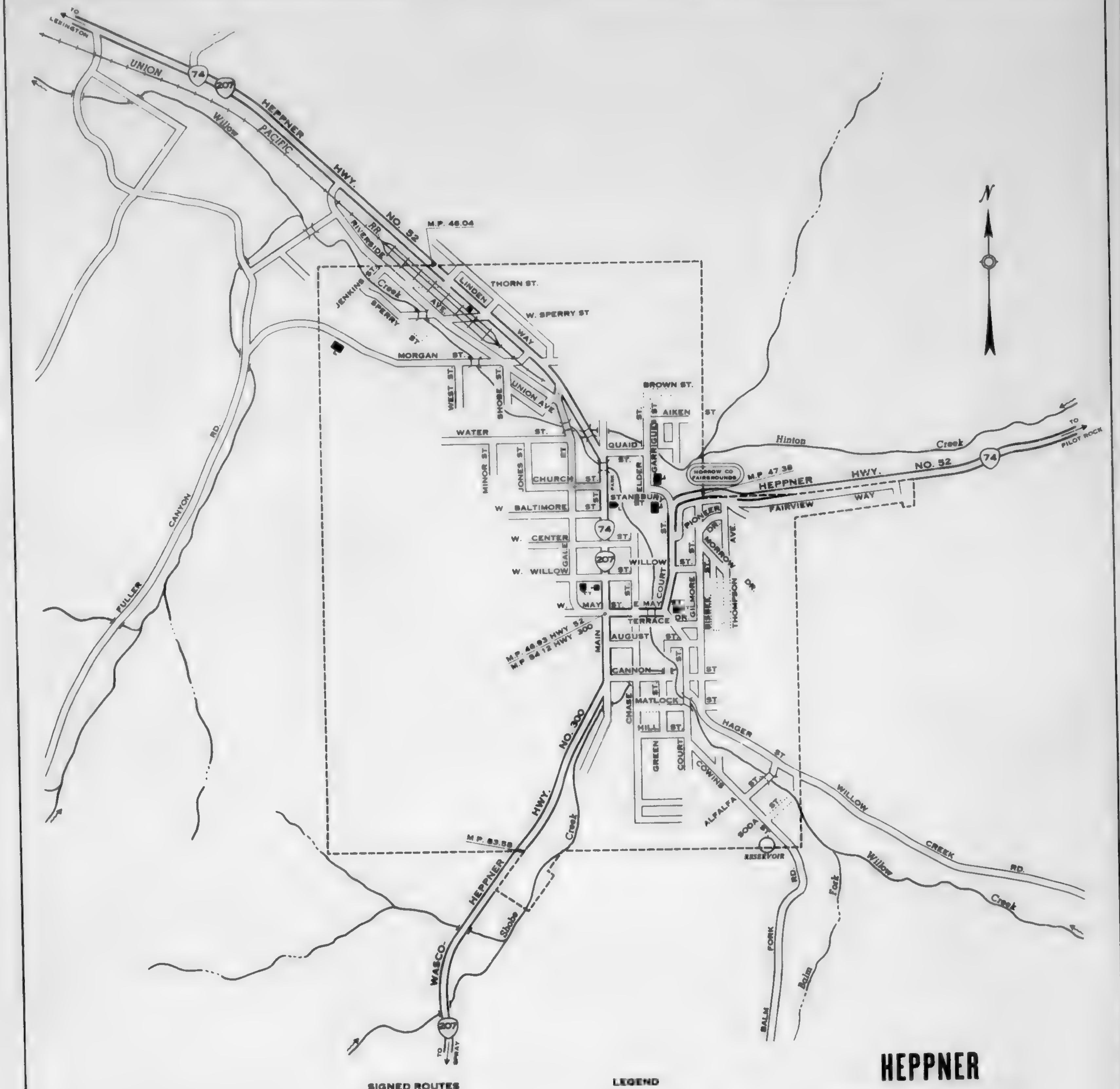
The City of Heppner hereby grants permission, to the Oregon State Highway Commission, for use as a detour, of Gail and Church Streets during construction of the Hinton and Willow Creek bridges.

This permission is ceded subject to the Oregon State Highway Commission being responsible for the maintenence of these streete during their use as a detour and upon returning them to the City in as good a condition as they presently are upon completion of the bridge construction. Further it is stipulated that(one) or either of the bridges be maintained for one way traffic continusly during the construction period.

Sincerely

Al Lamb
Al Lamb,Mayor
City of Heppner

NOTED
LLOYD P. SHAW


TO LEXINGTON
UNION
PACIFIC
RR
74
207
HEPPNER
HWY.
NO. 52
Willow
Creek
M.P. 46.04
RIVERSIDE
AVE.
JENKINS ST
SPERRY ST.
LINDEN
WAY
THORN ST.
W. SPERRY ST
MORGAN ST.
WEST ST.
SHOBE ST.
UNION AVE
WATER ST.
BROWN ST.
AIKEN ST
ST.
GARRIGUES ST
QUAID ST.
MINOR ST
JONES ST
CHURCH ST.
PARK
ELDER
STANSBURY ST
W BALTIMORE ST
W. CENTER ST.
GALE
W. WILLOW ST.
WILLOW ST.
COURT ST.
PIONEER
MORROW DR.
AVE.
THOMPSON DR.
FISHER ST.
GILMORE DR.
W. MAY ST.
E MAY
TERRACE
MAIN
AUGUST ST.
CANNON
CHASE
MATLOCK
HILL ST.
GREEN
COURT
COWINS
ALFALFA ST.
SODA ST.
HAGER ST
RESERVOIR
M.P. 46.93 HWY 52
M.P 84.12 HWY 300
MORROW CO FAIRGROUNDS
M.P. 47.38
HEPPNER HWY. NO. 52
FAIRVIEW WAY
Hinton
Creek
74
TO PILOT ROCK
N
FULLER
CANYON
RD.
WILLOW
CREEK
RD.
Willow
Creek
BALM
FORK
RD.
Balm
Fork
HEPPNER
HWY.
NO. 300
Creek
Shobe
M.P. 83.58
WASCO-
207
TO SPRAY
SIGNED ROUTES
INTERSTATE
5
U.S.
30
ORE.
22
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
Scale in Feet
400
0
400
800

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

May 1, 1961

FORM E-123? 50M 3-63

RECEIVED
JAN 11 '64
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 8, 1964

District Engineer
U.S. Army Engineer District
Building 602 - City-County Airport
Walla Walla, Washington

Dear Sir:

Hinton Creek Bridge Widening
Lower Willow Creek Bridge (Main Street)
Hinton and Willow Creek (Heppner) Bridge Section
Heppner Highway
Morrow County
Bridge No. 776A and 777A

Attached are two prints each of Drawing No. 19561 through 19563 and 18657, which are the prints for the construction of the widening of the Hinton Creek Bridge located in Heppner on the Heppner Highway.

Also attached are two prints of Drawing No. 19458 which is the preliminary plan and elevation of the Lower Willow Creek or Main Street Bridge located in the City of Heppner. As yet the design for this bridge has not been completed.

We note in your letter to Judge Peterson that three feet is the recommended clearance for this bridge. However, in order to meet the present street grades we are limited to a clearance of approximately two feet.

We are sending you these prints for your information and as soon as the design drawings for the Lower Willow Creek or Main Street Bridge are available we will send you copies.

Very truly yours,

NOTED
P. M. STEPHENSON

Ivan D. Merchant
Bridge Engineer

TCR:jm
Attachments
cc ✓P.M. Stephenson
Oscar E. Peterson

26-1017 Grand Ave.-52nd Sec. of Sandy 1964
Blvd. Hwy. in Portland
#6416

RECEIVED
SEP 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1964

City of Portland
Bureau of Sewage and Refuse Disposal
City Hall, Room 401C
Portland, Oregon 97204

ATTENTION: Mr. L. H. Rosenthal

RE: Adjustment of Manhole & Monuments
Grand Ave.-52nd Ave. Section
Sandy Boulevard
Contract No. 6416
-and-
N.W. 27th Ave.-W. End Burnside Br. Sec.
Columbia River Highway
Multnomah County
Contract No. 6434

Gentlemen:

Your estimate for the adjustment of your facilities on these projects, as stated in your letter of July 22, 1964 to Mr. H. S. Cox have been approved by the State. You are hereby authorized to proceed with this work as of September 2, 1964. You are also authorized to use the contract method for repaving around the manholes after their adjustment. It is understood the Municipal Paving Plant will perform this work at a cost not to exceed $1,756.65, as stated in your letter.

Please contact Mr. Roy Pyle, Resident Engineer for these projects, 5821 N. E. Glisan Street, Portland, Phone 235-8911, Ext. 28, at least three days prior to beginning work.

Reimbursement for work performed subsequent to September 2, 1964, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of your work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: L. P. Shaw
~~A. W. Parsons~~
L. H. Young
C. H. Maison
F. B. Klaboe
R. W. Pyle
E. E. Johnston
Jack Hesla

FORM E-30 20M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1964

SUBJECT: Utility Estimates
Approval as to Form

To: Mr. L. P. Shaw
Assistant Highway Engineer
Building

Attached is the City of Portland's estimate for manhole covers and monument adjustments on State contracts Nos. 6416 and 6434. No Federal Participation is involved.

Normal procedure routes all utility estimates through the Accounting Division for approval as being acceptable in form for Federal Participation before going to the Liaison Engineer for final approval and notification to the utility to begin the work.

If regular procedure is to be followed, this estimate is ready to be sent to Ted Litchfield for action.

C H Maison
C. H. Maison
Controller

CHM:jc

Attachment

CONSTRUCTION DIVISION
RECEIVED
AUG 1964

COPIES TO:
L.H. YOUNG
C.H. MAISON
F.B. KLABOE (3)
~~[illegible]~~
JACK HESLA
F.D. MORGAN
T.W. LITCHFIELD

RECEIVED
AUG 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

C.H. MAISON:

WE WILL HANDLE THIS JUST THE SAME AS ANY OTHER UTILITY ADJUSTMENT. YOU APPROVE ESTIMATE OF COSTS, IN THIS CASE ON OUR RECOMMENDATION, WE AUTHORIZE THE CITY TO PROCEED WITH THE WORK. THE PAVING PROJECTS HAVE BOTH BEEN COMPLETED, AND THE COST SEGREGATION MAY BE MADE AS FOLLOWS:

GRAND AVE - 52ND AVE	NW 29TH AVE - W. END BURNSIDE BR.
SANDY BLVD	COLUMBIA RIVER HWY
CONTRACT # 6416	CONTRACT # 6434
WARREN NORTHWEST	K.F. JACOBSEN & CO.
ADJUSTMENT OF 58 MANHOLES @ $30 = $1740.00	ADJUSTMENT OF 53 MANHOLES @ $30 = $1590.00
ADJUSTMENT OF 3 MONUMENTS @ $15 = 45.00	ADJUSTMENT OF 7 MONUMENTS @ $15 = 105.00
EXTRA FOR PAVING AROUND 58 MANHOLES @ $\$15^{14}$ = 878.12	EXTRA FOR PAVING AROUND 53 MANHOLES @ $\$15^{14}$ = 802.42
EXTRA FOR PAVING AROUND 3 MONUMENTS @ $\$7^{57}$ = 22.71	EXTRA FOR PAVING AROUND 7 MONUMENTS @ $\$7^{57}$ = 52.99
$ 2685.83	$ 2550.41

ALTHOUGH PRICE FOR PAVING AROUND MANHOLES LOOKS GOOD, THIS PORTION OF THE WORK SHOULD BE ON AN ACTUAL COST BASIS.

EXTRA FOR PAVING AROUND MANHOLES + MONUMENTS = $1756.65

111 10

(ONE MONUMENT = ½ MANHOLE) $\frac{1756.65}{116}$ = $ 15.14/MANHOLE

7.57/MONUMENT

APPROVED
V. E. Skoog
ASS'T. CONTROLLER

Hwys #2 & #37

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

RECEIVED
JUL 24 1964
ENGINEER
COUNTY & CITY DIVISION

July 22, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. H. S. Cox, County and City Division Engineer

Dear Sir:

We have been asked to furnish you with an estimate to raise sewer manholes and monuments on certain State Highways being resurfaced within the City limits of Portland.

The streets to be resurfaced were as follows

17 - 1

1. N.W. Vaughn Street between N.W. 2[illegible]th Avenue and N.W. 18th Avenue; approximately 17 sewer manholes and one survey monument.

36 - 6

2. West Burnside Street from N.W. [illegible] Avenue to the west approach to the Burnside Bridge; approximately 36 sewer manholes and six survey monuments.

(Lower) Col. Riv. Hwy No. 2

6434
STATE
26-1018

58 - 3

3. East Burnside Street from N.E. Grand Avenue to N.E. 12th Avenue; N.E. Sandy Boulevard from N.E. [illegible] Avenue to N.E. 52nd Avenue; approximately 58 sewer manholes and three monuments.

Sandy Blvd Hwy No. 59

6416
STATE
26-1017

111 10

As you know, we are required to charge you our costs for this work. Therefore, our estimate is approximately 111 sewer manholes at approximately $30.00 each or $3,330.00; 10 survey monuments at $15.00 each or $150.00. Total cost of excavating and raising $3,480.00.

The Municipal Paving Plant informs us that their maximum charge for repaving around these manholes after we have raised them would be $1,756.65. The City's total approximate cost would then be $5,236.65.

Our repair crews would be happy to do this work upon request.

Very truly yours,

L. H. Rosenthal

L. H. ROSENTHAL, P.E.

City Engineer

RECEIVED
JUL 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Pardoe, R.L.
Shaw, L.P.

TT:j

cc: Municipal Paving Plant
cc: Sewer Repair Division

RECEIVED
JUL 8 1964
FOR FILING

July 6, 1964

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On June 25, 1964, we wrote to you concerning release of final payment on contract #6416, awarded to Warren Northwest, Div. of Warren Bros. Co., for paving the Grand Avenue-52nd Avenue Section of the NE Sandy Blvd. Highway in Multnomah County.

Final payment on this contract is $1,250.95 and the total contract amount is $42,299.25, including $600.86 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Warren Northwest,
Div. of Warren Bros. Co.,
P. O. Box 7675
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 25 1964

FOR FILING

[illegible]

[illegible]

June 23, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 29 on Contract No. 6416. The contract was with Warren Northwest, Division of Warren Brothers Company, and was for paving on the Grand Avenue-52nd Avenue Section of N. E. Sandy Boulevard in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 23, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: June 20, 1964

SECTION: Grand Ave. 52nd. Ave.

SECTION PREFIX: 26-1017

HIGHWAY: N.E. Sandy Blvd.

COUNTY: Multnomah

NAME OF JOB: Grand Ave. - 52nd. Ave.

KIND OF WORK: Paving

CONTRACTOR: Warren Northwest Div. of Warren Bros Co.

CONTRACT NUMBER: 6416

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: May 11, 1964

ESTIMATED COMPLETION DATE: May 29, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 25

WORK DAYS USED: 11

PERCENT OF TIME ELAPSED: 44

PROJECT AUTHORIZATION: $ 56,524.50

EXCLUSIVE OF ENGINEERING: $ 52,504.98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 45,329.25

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.7%

ENGINEERING AUTHORIZATION: $ 4,019.52

ENGINEERING COST TO DATE: $ 3,984.44

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

DATE PROJECT WAS COMPLETED: May 29, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
--	--	--	--	--	100%	--

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.78
MILES PARTIALLY COMPLETED					--
MILES COMPLETED					2.78
TOTAL ESTIMATED QUANTITIES (CONTRACT)					7,500
TOTAL QUANTITIES CORRECTED TO DATE					6,915
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					6,915
AVERAGE DAILY QUANTITIES					--
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					--
NUMBER OF SHIFTS PER DAY					--
HOURS PER SHIFT					--

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	Work Day Charged	CAUSE OF DELAY
SUNDAY				
MONDAY	Showers		0	
TUESDAY	Rain		0	
WEDNESDAY	"		0	
THURSDAY	"		0	
FRIDAY	Cloudy		0	
SATURDAY				

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1964
☑ ☐ ☐ ☑ COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work on project this week.

Semi-final estimate was submitted to the Division Office Thursday.

This will be the last weekly report.

SIGNED Ray W. Pyle

ADDRESS 5821 N.E. Glisan St. Portland 13, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM E-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR 28 1964
FOR FILING

6416

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Warren Northwest, Div. of Warren Bros. Co.,
P. O. Box 7673
Portland 20
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6416 for the following project:

Paving the Grand Ave.-52nd Ave. Section of Sandy Blvd. Highway in Portland, Multnomah County.

This award was based on your low bid of $45,714.90 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

27-1068 Salt Cr.-Dolph Corner Sec., 1964
Willamina-Salem Hwy. (Paving)
#6417

RECEIVED
OCT 1 - 1964
FOR FILING

October 1, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 25, 1964, we wrote to you concerning release of final payment on contract #6417, awarded to Salem Road & Driveway Co., for paving the Salt Creek-Dolph Corner Section of the Willamina-Salem Highway in Polk County.

Final payment on this contract is $2,417.07 and the total contract amount is $62,151.95, including $788.93 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Salem Road & Driveway Co.,
P. O. Box 603
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER [illegible]	WEEK ENDING: August 29, 1964	
SECTION Salt Creek - Dolph Corner	SECTION PREFIX 27-1068	
HIGHWAY Willamina - Salem	COUNTY Polk	

NAME OF JOB Salt Creek - Dolph Corner	KIND OF WORK Paving	
CONTRACTOR Salem Road and Driveway Co.	CONTRACT NUMBER 6417	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 23, 1964	DATE WORK STARTED June 19, 1964	ESTIMATED COMPLETION DATE August 7, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS Completion Time Limit - September 15, 1964	WORK DAYS USED
PROJECT AUTHORIZATION: $65,153.25	ENGINEERING AUTHORIZATION $4,633.12	PERCENT OF TIME ELAPSED 73
EXCLUSIVE OF ENGINEERING: $60,520.13	ENGINEERING COST TO DATE $7,026.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $62,151.95	PERCENT OF AUTHORIZATION 151.7%	
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2.7%	DATE PROJECT WAS COMPLETED: August 7, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
None	None	None	None	None	100	None	

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.19					
MILES PARTIALLY COMPLETED						
MILES COMPLETED	3.19					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,600 Cu.Yds.			8,000 Tons
TOTAL QUANTITIES CORRECTED TO DATE			833 Cu.Yds.			8,755 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			833 "			8,755 "
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		
TUESDAY	Cloudy		
WEDNESDAY	Cloudy		NOTED JOHN R. OAKES
THURSDAY	Cloudy		CONSTRUCTION DIVISION [illegible] AUG 31 1964
FRIDAY	Showers		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed work on project August 7, 1964, and the removal of equipment and clean-up work was completed August 14, 1964.

We will submit the semi-final estimate Tuesday next.

FINAL REPORT

SIGNED Chester Duffy

ADDRESS P. O. Box 30, Salem, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 25 1964
FOR FILING

6417

August 24, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 7 on Contract No. 6417. The contract was with Salem Road and Driveway Company and was for paving on the Salt Creek-Dolph Corner Section of the Willamina-Salem Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on August 27.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan

LPS:bbc

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APR 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6417

April 23, 1964

Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6417 for the following project:

Paving the Salt Creek-Dolph Corner Section of the Willamina-Salem Highway in Polk County.

This award was based on your low bid of $57,414.90 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

RECEIVED
FEB 20 1964

2-19 64

27-106

6417

Prefix No. 27-1416

LOCATION PROSPECTUS
SALT CREEK-DOLPH CORNER SECTION
WILLAMINA-SALEM HIGHWAY
POLK COUNTY

HIGHWAY: Willamina-Salem. State Primary No. 30, Federal-aid No. 47.

TERMINI: Westerly end at M.P. 9.24, which point is 0.86 mile easterly of the Salt Creek Bridge. Easterly end at M.P. 11.77, which point is at Dolph Corner.

LENGTH: 2.53 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and asphaltic concrete overlay of the existing facility. Reconnaissance or an economic analysis are not needed. There is no need to tie the project to the Lambert Grid System. This project is on the 1964 State Construction Program.

CHARACTERISTICS: Class "A" minor betterment.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot paved shoulders.

BRIDGES: None.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

BASE DESIGN: Tentative design for construction is:

	New Work	Exist & Shoulders
Paving	4"	2" AC Min. (Extra AC allowance for leveling.)
Top Course Base	2"	
Bottom Course Base	15"	
Total Depth	21"	

MATERIAL SOURCE: Commercial.

ADDITIONAL FACILITIES: There are no interchanges, railroad crossings or bridges.

AGREEMENTS: None required.

NOTED
FORREST COOPER

STATE PARKS OR ROADSIDE REST AREAS: None affected

February 19, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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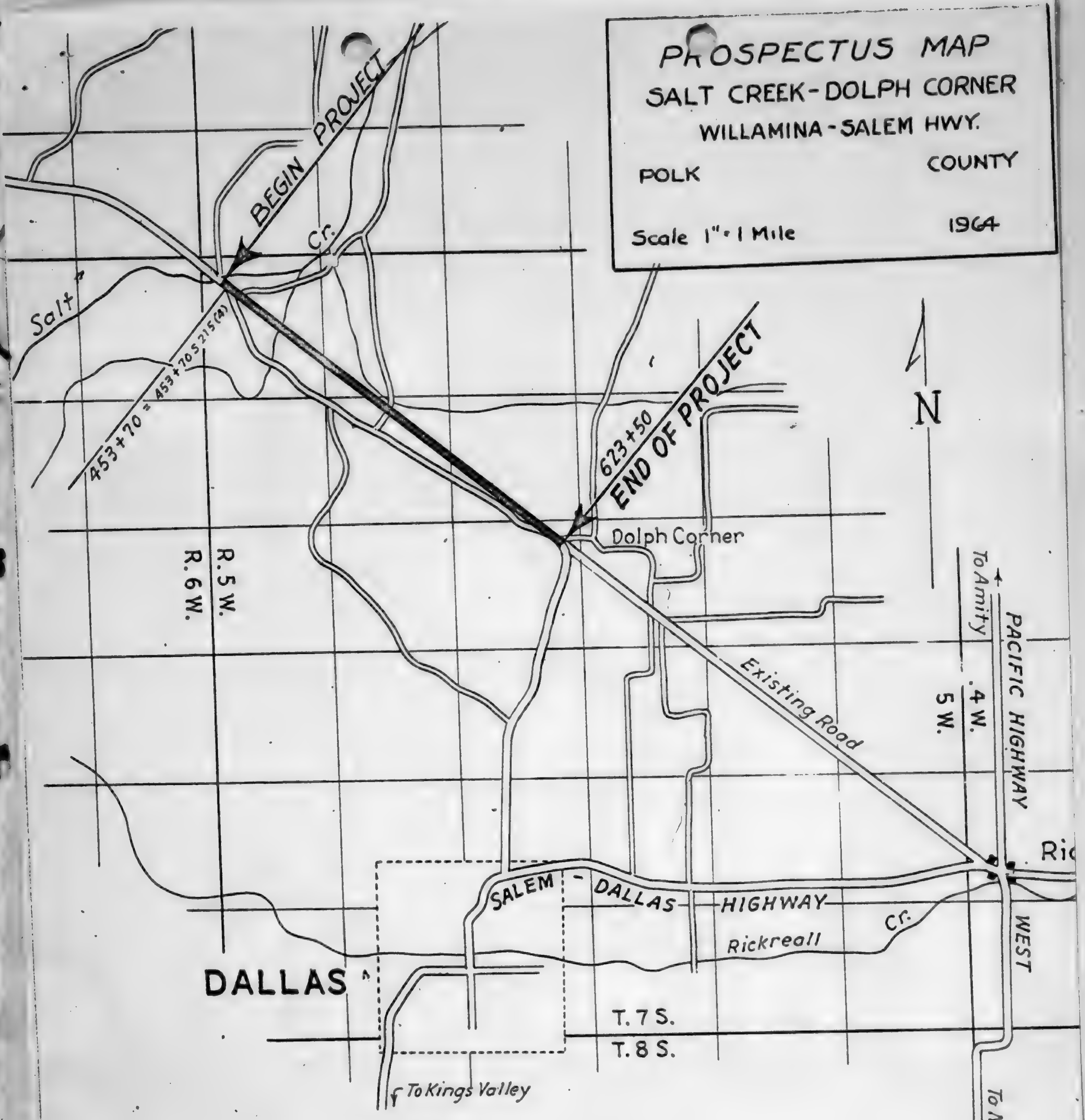
FEB 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP

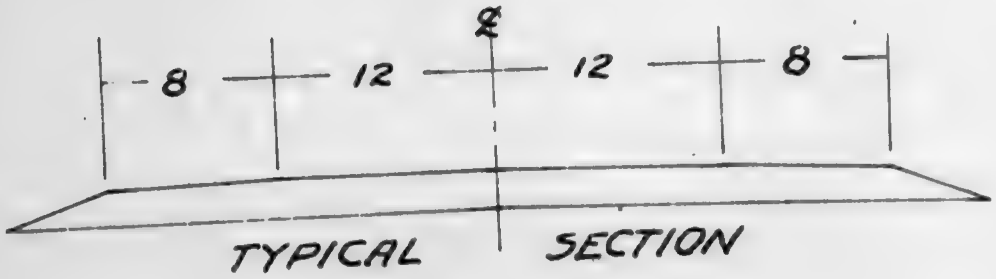
SALT CREEK - DOLPH CORNER

WILLAMINA - SALEM HWY.

POLK COUNTY

Scale 1" = 1 Mile 1964

BEGIN PROJECT
453+70 = 453+70 S 215 (A)
END OF PROJECT
623+50
Salt
Cr.
Dolph Corner
R.5 W.
R.6 W.
N
To Amity
PACIFIC HIGHWAY
.4 W.
5 W.
Existing Road
Ric
SALEM - DALLAS - HIGHWAY
Rickreall Cr.
WEST
DALLAS
T. 7 S.
T. 8 S.
To Kings Valley
To Monmouth



TYPICAL SECTION

33-1087 Bakeoven Rd.-Rooper Rd. Sec., 1964
Sherman Hwy. (Paving)
#6418

RECEIVED
SEP 4 - 1964

FOR FILING

1511

September 4, 1964

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

On August 13, 1964, we wrote to you concerning release of final payment on contract #6418, awarded to Percy E. Jellum Contractor, Inc., for paving the Bakeoven Road-Rooper Road Section of the Sherman Highway in Wasco County.

Final payment on this contract is $2,012.13 and the total contract amount is $68,088.82, including $1,017.78 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Akers & Jones Inc.,
618 North Main
Milton-Freewater, Oregon

cc: Percy E. Jellum Contractor, Inc.,
P. O. Box 272
Pendleton, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: August 15, 1964

SECTION: Bakeoven Rd.-Rooper Rd.

SECTION PREFIX: 33-1087

HIGHWAY: Sherman

COUNTY: Wasco

NAME OF JOB: Bakeoven Rd. - Rooper Rd.

KIND OF WORK: Paving

CONTRACTOR: Percy E. Jellum, Contractor, Inc.

CONTRACT NUMBER: 6418

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: May 1, 1964

ESTIMATED COMPLETION DATE: # July 29, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: 50

WORK DAYS USED: 43

PERCENT OF TIME ELAPSED: 86

PROJECT AUTHORIZATION: $ 90,990.00

ENGINEERING AUTHORIZATION: $ 6,470.40

EXCLUSIVE OF ENGINEERING: $ 84,519.60

ENGINEERING COST TO DATE: $ 4,700.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 7$\overset{9}{0}$,092.00

PERCENT OF AUTHORIZATION: 72.6 %

ESTIMATED PERCENT XXXXXX UNDERRUN: 6.4 %

DATE PROJECT WAS COMPLETED: July 29, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.00
MILES PARTIALLY COMPLETED					5.00
MILES COMPLETED					5.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)					11,250 ton
TOTAL QUANTITIES CORRECTED TO DATE					10,692
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					10,692
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			NOTED
TUESDAY			JOHN R. OAKES
WEDNESDAY			CB
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity - Project Completed.
TUESDAY	" " " "
WEDNESDAY	" " " "
THURSDAY	" " " "
FRIDAY	" " " "
SATURDAY	

REMARKS

Final Report, Semifinal sent to Division office Thursday.

Vernon E. Shull
Resident Engineer
SIGNED By: W.H. Wakerlig, Draftsman
ADDRESS Box 420, The Dalles, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 13 1964
FOR FILING

418

August 12, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 29 on Contract No. 6418. The contract was with Percy E. Jellum Contractor, Inc., and was for paving on the Bakeoven Road-Hooper Road Section of the Sherman Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 12, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

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APR 28 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 23, 1964

Percy E. Jellum Contractor, Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6418 for the following project:

Paving the Bakeoven-Rooper Road Section of Sherman Highway in Wasco County.

This award was based on your low bid of $73,380.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

330-1721 Stanfield (Sherman St. Br.) 1964
Sec. (Struct., Grad. & Paving)
#6419

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6419 Prefix 330-1721 Survey Prefix 330-1454

Street Sherman Street (Bridge)

City Stanfield

Payments to Contractor	$13,262.40
Engineering and Contingencies..........................	2,614.94
Survey...	2,529.27
TOTAL.............	$18,406.61
Agreed State Share	18,406.61
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	Umatilla
HIGHWAY	Sherman Street
SECTION	Stanfield(Sherman Street Bridge)
CONTRACT NO.	6419
ESTIMATE NO.	3 Final
FEDERAL AID PROJECT NO.	State

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	REMOVE OLD BRIDGE	LUMP SUM	750.0000	1.00
002	LOAD AND HAUL PILES	LUMP SUM	100.0000	1.00
003	DRIVE TIMBER PILES	ONLY	75.0000	12.0
004	TREATED TRESTLE SUPERSTRUCTURE	LIN FT	160.0000	30.5
005	TREATED TIMBER IN PLACE	M-FBM	400.0000	3.0
007	GENERAL EXCAVATION UNCLAS	CU YDS	2.0000	195.6
009	METAL GUARD RAIL	LIN FT	10.0000	100.0
[illegible]	RAIL END PIECES	ONLY	6.0000	8.0
[illegible]	COARSE CRUSHED MATERIAL IN BASE	CU YDS	5.0000	200.0
012	3/4 IN-0 MATERIAL IN BASE	CU YDS	6.0000	85.0
013	SPRINKLING	M-GALS	6.0000	13.0
014	CLASS B ASPHALTIC CONCRETE	TONS	20.0000	108.5
015	EXTRA FOR PAVING APPROACHES	ONLY	100.0000	2.0

DATE	09/14/64 6419
PREVIOUS VOUCHER NO.	5186
CHECKED BY:	AW CW hc
ENGINEER OR AUDITOR	D. W. Gallaher

TOTAL CONTRACT ITEMS	
0 % RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

CONTRACT NO. 6419	ESTIMATE NO. 3 Final	PREFIX NO'S. 330-1721-204(41) 690.20 Dr.
FEDERAL AID PROJECT NO. State		

man Street Bridge)

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	750.0000	1.000	750.00	750.00	
LUMP SUM	100.0000	1.000	100.00	100.00	
ONLY	75.0000	12.000	900.00	900.00	
LIN FT	160.0000	30.540	4,886.40	4,886.40	
M-FBM	400.0000	3.069	1,227.60	1,227.60	
CU YDS	2.0000	195.600	391.20	391.20	
LIN FT	10.0000	100.000	1,000.00	1,000.00	
ONLY	6.0000	8.000	48.00	48.00	
CU YDS	5.0000	200.000	1,000.00	1,000.00	
CU YDS	6.0000	85.000	510.00	510.00	
M-GALS	6.0000	13.000	78.00	78.00	
TONS	20.0000	108.560	2,171.20	2,171.20	
ONLY	100.0000	2.000	200.00	200.00	
TOTAL CONTRACT ITEMS			13,262.40	13,262.40	
0 % RETAINED ON CONTRACT ITEMS				690.20	690.20
FORCE ACCOUNT					
TOTAL PAYMENTS			13,262.40	12,572.20	690.20

⊕ 9/15/66

KMK

RECEIVED
SEP 21 1964
FOR FILING

September 16, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 28, 1964, we wrote to you concerning release of final payment on contract #6419, awarded to Hamilton & Thoms, Inc., for structure-grading-paving Sherman Street & Stage Gulch Creek Bridge in Stanfield, Umatilla County.

Final payment on this contract is $690.20 and the total contract amount is $13,262.40. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamilton & Thoms, Inc.,
P. O. Box 1376
Eugene, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
AUG 28 1964

FOR FILING

August 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed on August 24 on Contract No. 6419. The contract was with Hamilton and Thoma, Inc. and was for work on the Sherman Street Bridge in Stanfield on Stanfield city street in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 28, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM E-1 (REV. 5-58)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 9212

WEEK ENDING: August 28, 1964

SECTION: Stanfield (Sherman Street Bridge)

SECTION PREFIX: 330-1721

HIGHWAY: Sherman Street

COUNTY: Umatilla

NAME OF JOB: Stanfield (Sherman Street Bridge)

KIND OF WORK: Structure, Grading and Paving

CONTRACTOR: Hamilton and Thoms, Inc.
P. O. Box 1376, Eugene, Oregon

CONTRACT NUMBER: 6419

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: April 23, 1964

DATE WORK STARTED: June 9, 1964

ESTIMATED COMPLETION DATE: August 24, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 men for 1 day SUPERVISION:

SPECIFIED WORK DAYS: 80

WORK DAYS USED: 74

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $17,010.00

EXCLUSIVE OF ENGINEERING: $5,800.40

ENGINEERING AUTHORIZATION: $1,209.60

ENGINEERING COST TO DATE: $1,640.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $13,262.40

PERCENT OF AUTHORIZATION: 125 %

ESTIMATED PERCENT: OVERRUN UNDERRUN: 4.0 %

DATE PROJECT WAS COMPLETED: August 24, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

One truck and 2 men worked on the project for approximately 3 hours effecting a patch to the backfill and pavement at Bent 2.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Fair		
MONDAY 24	Fair		Concluding work day charged
TUESDAY 25	Cldy Showrs		
WEDNESDAY 26	Cldy Windy		NOTED
THURSDAY 27	Cldy		
FRIDAY 28	Cldy Windy		
SATURDAY 22	Fair		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Job Activity
MONDAY 24	2 men effected a patch to the backfill and pavement at Bent 2 Right caused by water damage. Subject to final inspection, this project stands completed.
TUESDAY 25	No Job Activity
WEDNESDAY 26	No Job Activity
THURSDAY 27	No Job Activity
FRIDAY 28	No Job Activity
SATURDAY 29	No Job Activity

REMARKS

Project completed subject to final inspection. Semi-final estimate prepared, quantities are computed, checked and back-checked.

cc: Construction Division

SIGNED

ADDRESS D. W. Gallaher, Box 982, Hermiston

SEND ORIGINAL TO SALEM OFFICE,(BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Form A-139

1963 Span
Stanfield

REGON STATE HIGHWAY DEPARTME

Project Authorization and Record of Work Orders

Section Stanfield (Sherman Street Bridge) Bridge No. 9212
Highway Sherman Street
County Umatilla
Kind of Work Structure, Grading and Paving
Contractor Hamilton and Thoms, Inc.
P.O. Box 1376, Eugene, Oregon
Specified Work Days 80

Contract No. 6419 (BR)
F. A. Project No. State Project
Job Prefix 330-1721
Date of Award April 23, 1964
Division Engineer A.F. Parson
Resident Engineer Don Gallaher

CONSTRUCTION AUTHORIZATION

Contract amount		$ 13,804.00
Additional anticipated items:		
Rock Fill under bulkheads	$ 500.00	
State furnish piles 408 L.F. $2.00	816.00	
		1,316.00
Subtotal		$ 15,120.00
Contingencies (4½%)		680.40
Construction Engineering (8%)		1,209.60
Subtotal		$ 17,010.00
Credit for maintenance rock		
Total original construction authorization		$ 17,010.00

NOTED
R. M. ALLISON

Authorization increases, approved by Commission:	
	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

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APR 28 1964
FOR FILING

April 23, 1964

Hamilton & Thomas, Inc.,
P. O. Box 1376
Eugene
Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6419 for the following project:

Structure-grading-paving the Stanfield (Sherman St. Bridge) Section in City of Stanfield, Umatilla County.

This award was based on your low bid of $13,804.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

d

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Merchant

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APR 13 1964
FOR FILING

[illegible]
2
6417

April 13, 1964

Ruth M. Buckner
City Recorder
City Hall
Stanfield, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Stanfield a fully executed copy of an agreement between the State Highway Commission and the City of Stanfield covering the Special City Allotment project, Sherman Street Bridge on Sherman Street across Stage Gulch Creek.

Very truly yours

Secretary

rn
Enc.

1963 Span
Stanfield

NOTED
R. M. ALLISON

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
P. B. Alexander

March 19, 1964

Mrs. Ruth M. Buckner
City Recorder
City Hall
Stanfield, Oregon

Dear Mrs. Buckner:

The State Highway Commission plans to call for bids in the near future on the Stage Gulch Creek Bridge on Sherman Street. Enclosed are two copies of an agreement covering this project.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you and the Mayor please sign the two copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return the two signed copies, along with three copies of the resolution authorizing signature, to this office prior to April 6, 1964. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Will you please indicate by a separate letter that the City will reroute traffic so as to permit construction of the bridge without interference from traffic other than that necessary for construction and that the City will provide the necessary signs and barricades.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm
Encl.

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 10, 1963
Salem, Oregon

RECEIVED
SEP 11 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

SUBJECT: Sherman Street Crossing
of Stage Gulch,
Stanfield

Spec. City Allotment

To:

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

NOTED
R. H. FRANZE

NOTED
R. M. ALLISON

NOTED

Drainage area is a poor measure of anticipated discharge in this case because of interties with other irrigation and drainage ditches in the drainage basin. Testimony of residents indicates that flow at a depth of 6 feet can be expected infrequently. This information points toward a discharge of 600 cfs for design, which is within the range of discharges economically handled by culverts.

Two types of culverts were considered: arch-type structural plate pipes and concrete box culverts. Because of its far reaching effects in town, backwater should be kept to a minimum. This means handling the flow with a culvert as nearly the size and shape of the natural waterway area as possible. The following table shows the results for the culverts tried:

Culvert	Waterway Area Sq. Ft. (1)	Velocity fps	Backwater ft.	Cost (2)
Normal channel	156	3.79	0	
16'-7"x10'-1" ATCMP	104	5.67	0.5	4600
20'-7"x13'-2" ATCMP	134	4.40	0.2	7500
12x10 RCBC	72	8.20	1.0	5500
Dbl 10x10 RCBC	120	4.92	0.3	8200

(1) The arch pipes would be dug into the channel, 1 foot for 16'-7" pipe, 3.6 feet for 20'-7" pipe with bottom 2.6 feet assumed silted up. Waterway area based on 6-foot depth of flow in normal channel.

(2) Cost figures based on $.30 per pound for structural plate (10 gage for 20'7" pipe, 12 gage for 16'7" pipe), $65 per cubic yard for concrete, $.15 per pound for reinforcing steel, $3 per cubic yard for pipe excavation, $3.50 per cubic yard for box excavation; 50-foot length assumed for pipe, 25 feet plus wings and aprons assumed for boxes. Backfill and roadbed materials are not included.

I would recommend the 20'-7"x13'-2" structural plate pipe arch, to be constructed on land and then dropped into the excavated channel with a crane. The roadbed will have to be humped over the pipe, perhaps 2 feet higher than the present grade line, but this does not appear to me to be a problem.

John C. Jenkins

John C. Jenkins
Assistant Research Engineer

JCJ:bbc

PROJECT BASE DESIGN

NOTED
R. M. ALLISON

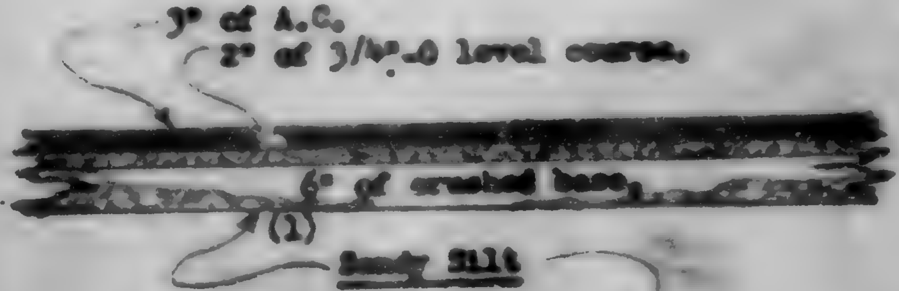
Section SHERMAN STREET BRIDGE Highway CITY OF STANFIELD - 1962 [illegible] County UMATILLA Profix

Res. Engr. Length of Project Miles Sta. to Sta. Date 11-9-62

Frost Penetration - 18"-20" TYPICAL SECTIONS Traffic Classif. - MEDIUM

NOTED
P. B. Arensmeier

(1)
Typical Soil
[illegible] LL
6 PI
55 % P200
(6% reduction)
0 % Gravel
9 % Coarse Sand
38 % Fine Sand
46 % Silt
7 % Clay
49 "R" Value
AASHO Classif. - A-4-(4)



NOTED
R. H. PRANGE

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ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

11-19-62

Required Base & Surf. Crushed	Required Base & Surf. Not Crushed	Designed Base & Surf. Exist. Surf. Allow.	Designed Base & Surf. New Work	
			3	A.C.
			2	Level
			6	Cr Base
11			11	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Materials source to be determined by the Engineer.											

Submitted by for F. W. Fa[illegible]
Staff Assistant

Recommended by
Construction Engineer

Recommended by G. W. [illegible]
Engineer of Materials

Approved by
Asst. State Highway Engineer

cc Asst. ~~STATE~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
State Engineer Division
Chief Locating Engineer
Rural Engineer

County - City (2)

SHERMAN STREET BRIDGE SECTION
CITY OF STANFIELD
UMATILLA COUNTY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM Present ADT 200 1980 ADT 300 % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 18"-20" Annual Rainfall ______

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: ______

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: *(City Streets - Asphaltic Concrete)

7. Stage Construction: Not Appropriate

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No Problem

10. Stimulation of Competition: Not Appropriate

11. Construction Consideration: No Problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Municipal Preference

13. Traffic Safety: Not a Factor

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Not a Problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, Asphaltic Concrete wearing surface has been selected.

*Coe Ave., 2 blocks S. of Sherman St., constructed in 1957, Contract #4931, using the same total surfacing thickness of 11", was inspected and is in excellent condition.

NOTED

11-15-62

LOCATION PROSPECTUS
SHERMAN STREET BRIDGE SECTION
CITY OF STANFIELD
UMATILLA COUNTY

NOTED
DON [illegible]

The following prospectus is submitted concerning the above-mentioned bridge in the city of Stanfield. The project will be the reconstruction of the existing bridge on Sherman Street which crosses Stage Gulch. Length of the project is approximately 0.05 mile.

This will be a location survey to prepare plans, specifications and estimates for the reconstruction of a bridge and its approaches on existing alignment. This project is to be constructed with 1963 Special City Allotment Funds.

The proposed structure will have a horizontal clearance of 24 feet with 4-foot sidewalk on the upstream side.

The typical section for approaches will consist of two 10-foot travel lanes with 4-foot shoulders. The tentative base design for construction is:

NOTED
V. R. JONES

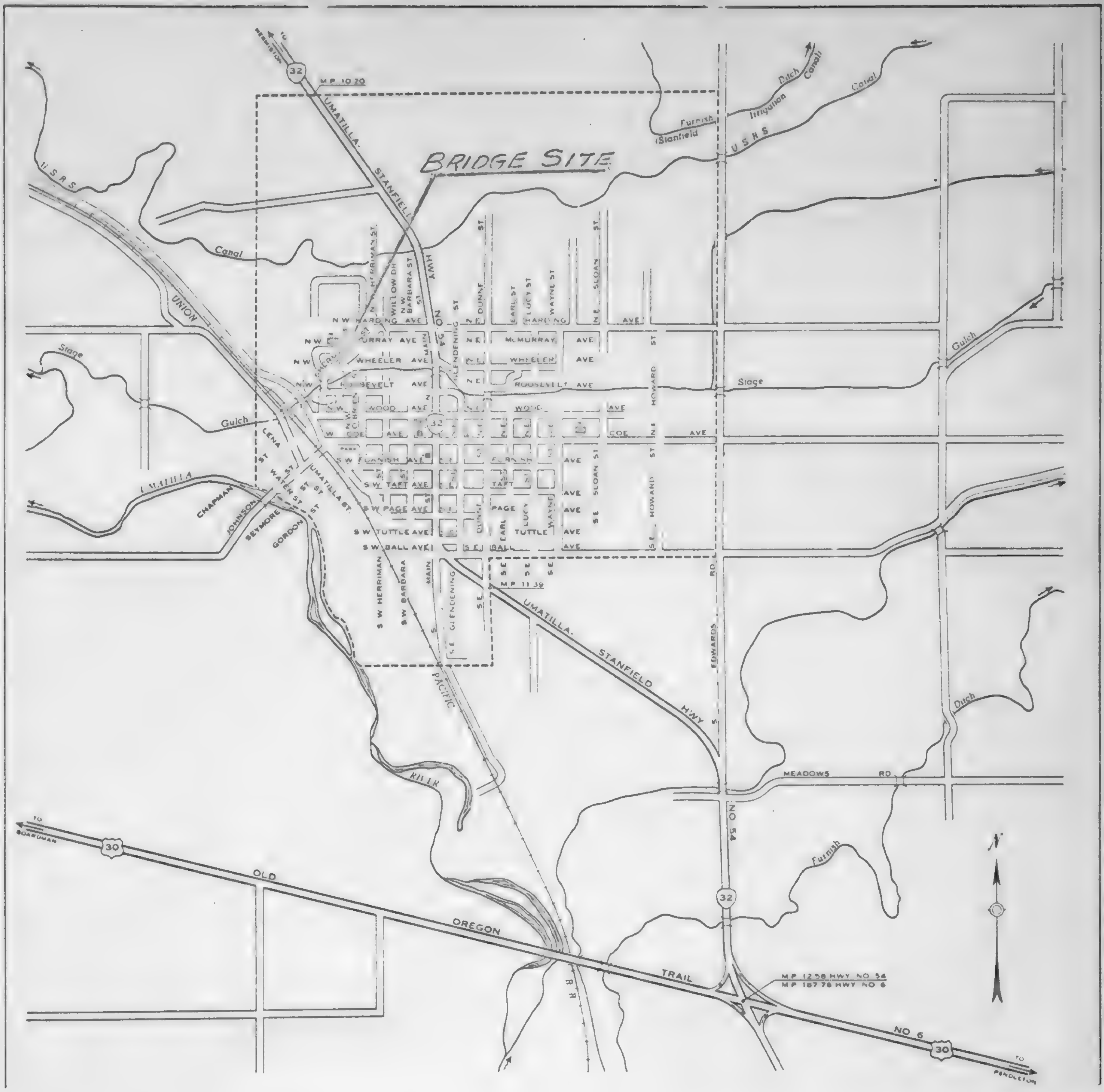
Paving	3" AC
Top Course Base	2" Level
Bottom Course Base	6" Coarse Base
Total Depth	11"

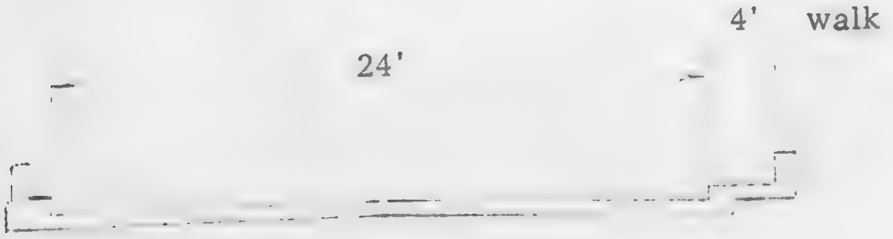
NOTED
R. H. PRANGE

(Base design is subject to change upon completion of soils investigation.)

Final agreements with the City of Stanfield will be necessary.

November 15, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox ✓
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
F. W. Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young


BRIDGE SITE
TO HERMISTON
32
M P 10 20
UMATILLA STANFIELD HWY NO 54
U S R S Canal
Furnish (Stanfield Irrigation Ditch
U S R S Canal
UNION PACIFIC R R
Stage Gulch
UMATILLA RIVER
N W HERRIMAN ST
WILLOW DR
N W BARBARA ST
N W HARDING AVE
N W MCMURRAY AVE
N W WHEELER AVE
N W ROOSEVELT AVE
N W WOOD AVE
W COE AVE
S W FURNISH AVE
S W TAFT AVE
S W PAGE AVE
S W TUTTLE AVE
S W BALL AVE
MAIN ST
GLENDENING ST
DUNNE ST
EARL ST
LUCY ST
WAYNE ST
N E SLOAN ST
N E HOWARD ST
HARDING AVE
MCMURRAY AVE
WHEELER AVE
ROOSEVELT AVE
WOOD AVE
COE AVE
FURNISH AVE
TAFT AVE
PAGE AVE
TUTTLE AVE
BALL AVE
S E SLOAN ST
S E HOWARD ST
S W HERRIMAN
S W BARBARA
S MAIN
S E GLENDENING
LENA ST
WATER ST
UMATILLA ST
CHAPMAN
JOHNSON
SEYMORE
GORDON ST
M P 11 39
EDWARDS RD
MEADOWS RD
Ditch
Furnish
NO 54
32
TO BOARDMAN
30
OLD OREGON TRAIL
NO 6
30
TO PENDLETON
M P 12 58 HWY NO 54
M P 187 76 HWY NO 6
N



Typical Section

PROSPECTUS MAP
Sherman Street Bridge Section
City of Stanfield
Umatilla County

5-8-62

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of **Stanfield** is an incorporated city of the State of Oregon and has a population of 745 as given by the latest official census; and

WHEREAS, the following streets of said city, **Bridge to Grade School on N. Sherman Street.**

Bridge on Hinkle road , increase of traffic due to the building of Feedville and the Piggy Back Ramp at Hinkle.

Grade School enlarged, increase in pupils and school employes .

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

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MAY 11 1962
ENGINEER
COUNTY & CITY RELATIONS

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Stanfield does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ruth M. Buckner as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of May, 1962.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stanfield at a regular or special meeting of said Council, held on the 8th day of May, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

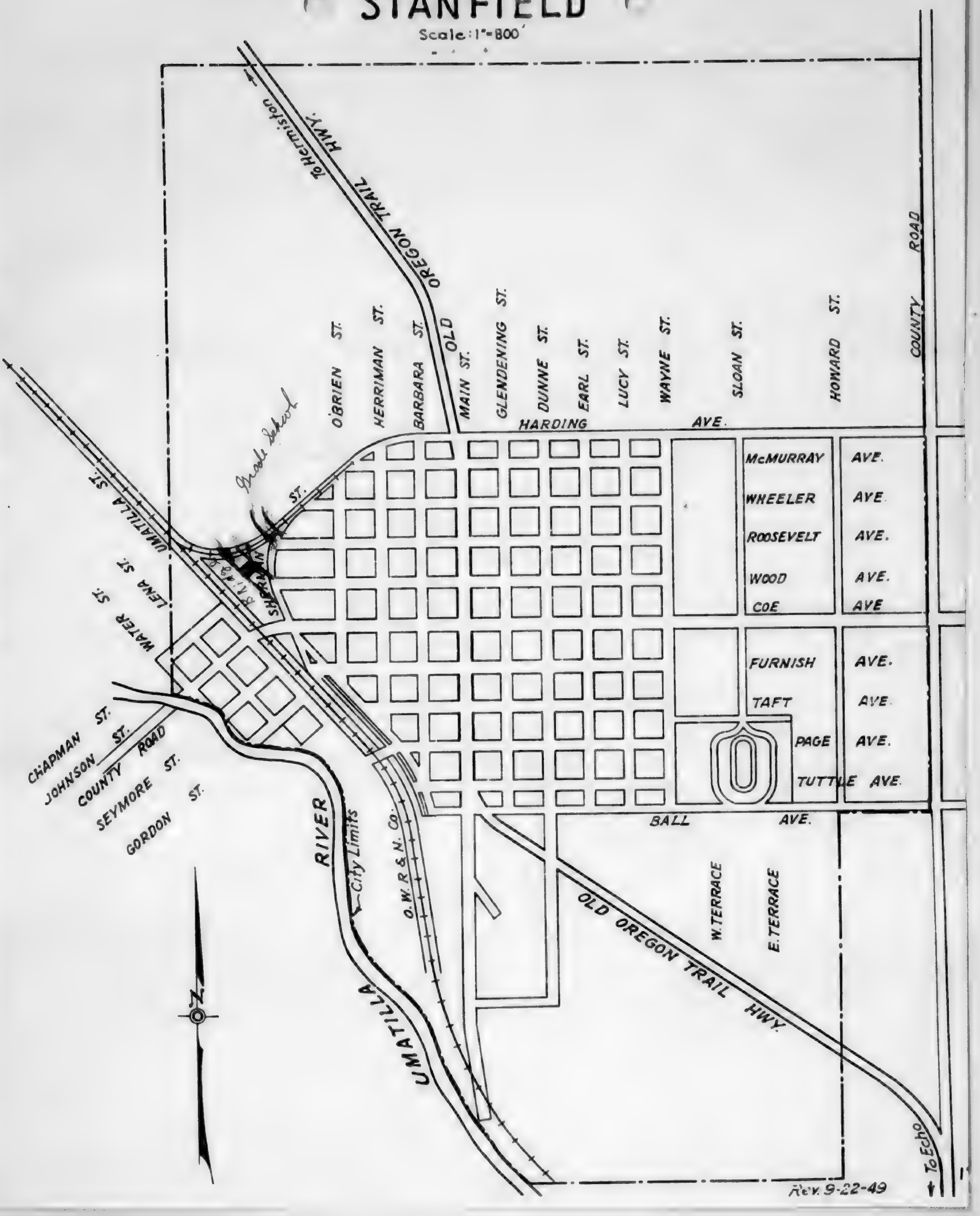
Dated this 9th day of May, 1962.

Ruth M. Buckner
City Recorder

cc-50 (1959 Rev.)

STANFIELD

Scale: 1" = 800'



To Hermiston
OLD OREGON TRAIL HWY.
O'BRIEN ST.
HERRIMAN ST.
BARBARA ST.
MAIN ST.
GLENDENING ST.
DUNNE ST.
EARL ST.
LUCY ST.
WAYNE ST.
SLOAN ST.
HOWARD ST.
COUNTY ROAD
HARDING AVE.
McMURRAY AVE.
WHEELER AVE.
ROOSEVELT AVE.
WOOD AVE.
COE AVE
FURNISH AVE.
TAFT AVE.
PAGE AVE.
TUTTLE AVE.
BALL AVE.
Grade School
ST.
SHERMAN
Bridge
UMATILLA ST.
LENA ST.
WATER ST.
CHAPMAN ST.
JOHNSON ST.
COUNTY ROAD
SEYMORE ST.
GORDON ST.
UMATILLA RIVER
City Limits
O.W.R.&N. Co.
OLD OREGON TRAIL HWY.
W. TERRACE
E. TERRACE
To Echo
N

Rev. 9-22-49

4-1097 Bridge over Elk Cr. on Cannon 1964
Beach Frontage Rd. in Cannon Beach
#6420

RECEIVED
OCT 15 1964

FOR FILING

October 15, 1964

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

On September 9, 1964, we wrote to you concerning release of final payment on contract #6420, awarded to R. C. Larson for structure on the Elk Creek Bridge Section of the Cannon Beach Frontage Road in Clatsop County.

Final payment on this contract is $3,502.21 and the total contract amount is $65,640.80. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Peerless Insurance Co.,
Martin Knutsen & Son
375 - 12th
Astoria, Oregon

cc: Mr. R. C. Larson
P. O. Box 120
Astoria, Oregon

cc: C. H. Maison
Attn.: John Herr

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AUG 11 1964
FOR FILING

4 [illegible]

[illegible]

August 11, 1964

Oregon State Highway Commission

Gentlemen:

6420

Work was completed July 31 on Contract No. [redacted] The contract was with R. C. Larson and was for work on the Elk Creek Bridge on the Cannon Beach Frontage Road in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 11, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

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MAY 13 1964

FORM E-30X 50M 3-63 49806
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1964

SUBJECT: Elk Creek Bridge
Contract No. 6420

To:

Mr. D. B Parkes
Contract Payments
OFFICE

R. C. Larson started work on the Elk Creek Bridge, Contract No. 6420, on the Cannon Beach Frontage Road in Clatsop County, on May 6, 1964.

Ivan D. Merchant
Bridge Engineer

By

Theo. C. Roake
Assistant Bridge Engineer

CAO/mm

cc: Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 23 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6/30

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1964

Mr. R. C. Larson
P. O. Box 128
Astoria
Oregon

Dear Sir:

The State Highway Commission on April 23, 1964, awarded to you State Highway Contract No. 6420 for the following project:

> Bridge construction over Elk Creek on the Cannon Beach Frontage Road in Cannon Beach, Clatsop County.

This award was based on your low bid of $69,325.00 which was submitted to the Commission on April 21, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 13 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Yellow copy
[illegible]

April 9, 1964

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Nunn:

This is in answer to your inquiry concerning the salvaging of bridge material and removal of logs at Cannon Beach. While I was not able to make a personal inspection, I have received the following report.

The old bridge which was destroyed by the tsunami was composed partially of treated timber. Treated timber has a value of between $150 and $200 per thousand and it was the Department's opinion that this timber was worth salvaging. Admittedly, the savings may not be large but they are enough to warrant the expenditures made. It is quite possible that the handrail may have been decayed. However, it was not particularly the handrail that was being salvaged but the stringers and underpinning.

In addition to destroying the old bridge into Cannon Beach, this tidal wave also inflicted some damage on the highway structure which is on the main Coast Highway. It was necessary to move in a small pile driver and redrive at least one pile. This may account for the complainant's feeling that excess equipment was on the job.

The logs that were removed were those that were in the way of the pile-driving procedure and those in the way of the new bridge. It is contemplated that the new structure will be considerably shorter than the one destroyed and in order to construct the proper approach fills, it was necessary to push some of the drift to one side.

Emergency road work often may appear uneconomical to one not having full knowledge of the situation. In other words, the Highway Department has a job to do to restore

NOTED
TOM EDWARDS

traffic as rapidly as possible and when crews are available, use is made of them rather than attempting to negotiate contracts with private individuals, which is often time-consuming and many times does not effect the savings anticipated.

I believe you have been informed that it is planned to open bids on the 21st of this month for the replacement of the structure destroyed, with a July 31 completion date specified although it is expected that traffic can use this bridge on July 1.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. Victor D. Wolfe

S-41(4) McNeil Cr.-Cobleigh Rd. Sec., 1964
FAS 287 (Paving)
#6421

C4A
2700

Jas 287
Jackson Co

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

IGHWAY DEPARTMENT INVOICE

NO. 84856

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-10-65	[illegible] 37		[illegible]

RECEIVED
JUN 11 1965
ENGINEER
COUNTY & CITY DIVISION

Contract 6421
S-41 (4)

Jackson County
Courthouse
Medford, Oregon
Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: [illegible] Creek-[illegible] Road, [illegible] 287. Covered by agreement dated April ?, 19[illegible].			
County advance deposit		[illegible].00	
Less amount previously transferred		[illegible].00	
Balance advance deposit			[illegible].00
County share construction cost		[illegible]	
Less amount previously transferred		[illegible]	
Balance due			[illegible]
To be refunded			[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $________________
By ________________________________

STATE COPY

RECEIVED
JAN 20 1965
FOR FILING 45

Monthly transaction number	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Jackson**
Project report number 7	11-45	Project number **S-41(4)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 25**, 19**64**, is hereby modified as follows:

Revised estimated total cost of project $ **98,874.49**

Revised Federal funds $ **62,442.31**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **14** day of **January**, 19**65**.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By Lloyd P. Shaw	~~By~~ **A. W. Parsons** Division Engineer
Assistant State Highway Engineer (Title)	**By: L. K. Backlund, Administrative Mgr.**
By ______ (Title)	
By ______ (Title)	

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6-27	FO PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Jackson
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-25-64	PROJECT NO. S-41(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.6 mi. W. of Butte Falls, W. 2.5 mi.
(McNeil Cr.-Cobleigh Road)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-30-64	2.877
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 98,015.00	$ 61,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

LR Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 25, 1964

Federal-Aid Secondary
Project No. S-41(4)

Oregon State Highway Department

McNEIL CREEK-COBLEIGH ROAD SECTION

OF FAS 287 IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 14, 1964

Type Code 6201
Roadway (Sta. 163+40 to Sta. 315+30) (Contract 6421)

3/4" - 0 Material in Shoulders	2,200 cu.yds.	$ 4.50	$ 9,900.00
Sprinkling	60 M-gals.	4.00	240.00
Class "B" Asphaltic Concrete	8,900 tons	8.75	77,875.00
Extra for Paving Approaches	22 only	20.00	440.00
			$88,455.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Signing	All Required		150.00
			$ 650.00
	Subtotal		$89,105.00
	10% Engr. & Cont.		8,910.00
	Total		$98,015.00

Length of Roadway - - - - - - 2.877 Miles
Cost of Roadway Per Mile- - - $34,068.47

Federal Funds -	$61,700.00
State Funds -	18,157.50
County Funds- -	18,157.50
	$98,015.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 20 1964
FOR FILING

July 20, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 2, 1964, we wrote to you concerning release of final payment on contract #6421, awarded to Rogue River Paving Co. Inc., for paving the McNeil Creek-Cobleigh Road Section of FAS 287 in Jackson County.

Final payment on this contract is $2,705.20 and the total contract amount is $90,940.41, including $767.10 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Rogue River Paving Co. Inc.,
P. O. Box 942
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 2 1964

FOR FILING

5 41 (11)

6401

June 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 16 on Contract No. 6421. The contract was with the Rogue River Paving Company, Inc., and was for paving on the McNeil Creek-Cobleigh Road Section of FAS 287 in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 30, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-[illegible])

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:
WEEK ENDING: June 26, 1964
SECTION: McNeil Cr. - Cobleigh Rd.
SECTION PREFIX: 515-1014
HIGHWAY: FAS 287
COUNTY: Jackson
NAME OF JOB: McNeil Creek - Cobleigh Road
KIND OF WORK: Paving
CONTRACTOR: Rogue River Paving Company, Inc.
CONTRACT NUMBER: 6421
FEDERAL AID PROJECT NUMBER: S-41(4)
DATE OF CONTRACT: May 11, 1964
DATE WORK STARTED: May 25, 1964
COMPLETION DATE: June 16, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS: 45
WORK DAYS USED: 16
PERCENT OF TIME ELAPSED: 35.6
PROJECT AUTHORIZATION: $ 100,243.12
ENGINEERING AUTHORIZATION: $ 7,128.40
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
EXCLUSIVE OF ENGINEERING: $ 93,114.72
ENGINEERING COST TO DATE: $ 6,385.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 90,936.83
PERCENT OF AUTHORIZATION: 89.6%
ESTIMATED PERCENT: UNDERRUN 2.3%
DATE PROJECT WAS COMPLETED: 6-16-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
					100	100

	GRADING	Shoulder SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.88			2.88
MILES PARTIALLY COMPLETED		--			--
MILES COMPLETED		2.88			2.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)		2200			8900
TOTAL QUANTITIES CORRECTED TO DATE		2416			8960
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		2416			8960
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		Job Complete 6-16-64
TUESDAY	Fair		
WEDNESDAY	Fair		
THURSDAY	Fair		
FRIDAY	Cloudy		
SATURDAY			

NOTED
JOHN R. OAKES

CTION DIVISION
JUN 29 1964
NOTED ☐ ☐ ☐ ☐ ☑
CE ACE ACE COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Contractor removed identification signs and equipment from this project.
FRIDAY	
SATURDAY	

REMARKS

Complete semi-final estimate and submit data to the Division Office.

Final report.

SIGNED

ADDRESS P. O. Box 306, Grants Pass, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-14-64	CC 861		515-1 14-297

INVOICE NUMBER 81641

NOTED
R. M. ALLISON

RECEIVED
MAY 14 1964
ENGINEER
COUNTY & CITY DIVISION

Jackson County
Courthouse
Medford, Oregon
~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			20,000.00
Partial transfer of advance deposit for McNeil Creek-Cobleigh Road Section, FAS 297, covered by agreement dated April 2[illegible], 1964.			13,000.00
To be retained			7,000.00

NOTED
R. H. PRA[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

NOTED
V. R. JONES

A 150 (REVISED 7-60)

RECEIVED
MAY 11 1964
FOR FILING

6421

May 11, 1964

AGENDA
MAY 28 1964
3b

Rogue River Paving Co., Inc.
P. O. Box 942
Medford, Oregon

Gentlemen:

The State Highway Commission on April 23, 1964, accepted your proposal for paving on McNeil Creek-Cobleigh Road Section of FAS 287 in Jackson County for the sum of $88,455.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6421.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

RECEI
MAY 4 1964

FOR FI

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
April 29, 1964

FAS-C Construction Agreement
McNeil Creek-Cobleigh Road Section
FAS 287, S-41 (4)
Jackson County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Construction Agreement with Jackson County covering the McNeil Creek-Cobleigh Road Section of FAS 287, in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 1

NOTED
R. M. ALLISON

NOTED
H. S. COX

NOTED
DON HARWELL

April 21, 1964

Jackson County Court
Courthouse
Medford, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Gentlemen:

On April 21, a satisfactory bid was received from Rogue River Paving, Inc. of Medford for constructing the McNeil Creek-Cobleigh Road Section of FAS 267. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$ 88,455.00
Flagging	500.00
Signing	150.00
Engineering & Contingencies	11,138.13
Estimated total cost	$100,243.13

County Advance Deposit:
20% of $100,243.13 = $20,048 or say $20,000

Please make this advance deposit in the amount of $20,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

cc: Robt. J. Carstensen, County Engineer

RECEIVED
FEB 24 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5-211 (a)

64-21

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 21, 1964

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed is a print of a County FAS-C road paving project known as McNeil Creek-Cobleigh Road Section, FAS 287, Jackson County.

The proposed project requires paving with asphaltic concrete 3-1/2 inches in depth and 24 feet wide with crushed rock shoulders, variable from 4 to 8 feet, on a roadway reconstructed and based by County forces. The County expects to have their work completed by April, 1964.

We have this project scheduled for an April 21 letting; therefore, we are sending what County-furnished information we have available so as to expedite your review as soon as possible.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

LLOYD SHAW

By

F. D. Morgan
Construction Engineer

Enc.
BG:fp
cc Lloyd Shaw
L. H. Young
Frank Hall
T. C. Roake
J. B. Morelock
L. R. Chandler (2)

RECEIVED
FEB 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. H. PRANGE

MEMO TO J. W. NASH   Date: 2/5/64

FAS 287, JACKSON COUNTY McNEIL CREEK-COBLEIGH ROAD

TERMINI: From a point 5.1 miles west of Butte Falls easterly to a county road junction 2.6 miles west of Butte Falls.

NOTED
R. M. ALLISON

PROPOSED WORK: Asphaltic concrete pavement and crushed rock shoulders.

NOTED
P. B. Arensmeier

PROJECT LENGTH: 2.52 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$80,000	$48,000	$16,000	$16,000	(County)

EXISTING FACILITIES: A roadway with a 22' bituminous surface with 4' shoulders is being re-graded and based by county forces. Alignment is being improved and the base rock placed to a width to accommodate two 12' travel lanes with shoulders variable from 4' to 8' in width. ~~Project requires placing asphaltic concrete 24' wide and crushed rock shoulders variable from 4' to 8' in width.~~

ADJACENT SECTIONS:
~~NORTH~~/EAST END: 22' bituminous surface, 3' shoulders.

~~SOUTH~~/WEST END: 22' bituminous surface, 4' shoulders.

PROJECT DATA: This section in mountainous country is being re-graded and based by county forces. There will be three 16° curves which are in such extremely steep and rocky terrain that the construction of lesser degree curves would be extremely difficult and expensive. Maximum gradient is +5.4%. Project requires placing asphaltic concrete 24' wide and crushed rock shoulders variable from 4' to 8' wide.

RIGHT OF WAY: 60' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: Three 16° curves which will be improved to permit a minimum sight distance of 300' (see attached letter).
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: County wishes to have a State Highway inspector during their reconstruction operations and early programming will be needed to cover this engineering expense.

ROUTE DATA: See S-41(3).

NOTED
V R JONES

VRJ:mm

Jackson
fas 287

NOTED
H. S. COX

January 24, 1964

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

RE: McNeil Creek-Cobleigh Road Section
FAS 287, Jackson County

NOTED
R. H. PRANGE

Dear Sir:

In regard to programming the above section with the Bureau of Public Roads, we believe we can clear the alignment with them except for the curve at Stations 265+68 to Station 270+49. While it would not be necessary to reduce the degree of curvature, it would be desirable to trim back the inside cut slope to permit a sight distance of at least 300 feet. I am enclosing a photo-print taken by Si Cox which shows the problem at this point. If you feel that you can correct this situation, please advise me by letter and I can then proceed with the programming.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

M—8-63

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

NOTED
R. H. PRANGE

Project	Jackson County	Prefix No.	37-1421-910
Highway	FAS 287	County	
Contractor		Contract No.	
		F. A. Project No.	
Submitted by		Date Reported	Jan 13, 1964

REPORT ON SAMPLE OF COARSE AGGREGATE

NOTED
P. B. Arensmeier

Source of material	Reese X Cr. Quarry	Sampled at	Crusher
To be used	Base Surfacing	Date received	Jan 8, 1964
Sampled by	Carstensen	Quantity represented	

NOTED
R. M. ALLISON

TEST RESULTS

Laboratory No.	672934	Type of material	Crushed Rock
Data Sheet No.	None	Screen opening	Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	PASSING
2	0	0	100.0
1½	7.4	7.4	92.6
1	23.3	30.7	69.3
3/4	11.8	42.5	57.5
½	13.1	55.6	44.4
¼	21.4	77.0	23.0
4	5.1	82.1	17.9
10	7.2	89.3	10.7
40	5.2	94.5	5.5
80	1.6	96.1	3.9
200	1.3	97.4	2.6
Pass	2.6	2.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	21.8	
Specific gravity (Le Chatelier)	2.76	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Fracture		%
Sand equivalent	50.0	
Oregon air degradation: Pass No. 20	29.65	%
Height	2.9	in.
Date Sampled		

RECEIVED
JAN 14 1964
ENGINEER
COUNTY & CITY DIVISION

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
Resident Engineer
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
xCarstensen (Jackson Co. Engr.)
xVan Cleave

NOTED
V. R. JONES

Engineer of Materials

State Printing 52506

NOTED
P. B. Arensmeier

NOTED
H. S. COX

Salem, Oregon
November 19, 1963

Mr. L. R. Chandler, Division Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Crater Lake Highway-Cobleigh Road Section
FAS 287, Jackson County

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Jackson County now requests a revision of this project which the County had previously requested and which was approved by the Highway Commission. Two copies of a letter showing these revisions are enclosed. The notification of approval of this project and two copies of the "Project Request Form" were sent to you at an earlier date.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:mm
Encl.
cc: F. D. Morgan
J. E. Morelock
Frank Hall

NOTED
V. R. JONES

Form [illegible]

O GON STATE HIGHWAY DEPARTM

Materials Division

Laboratory Report

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. M. ALLISON

Project [illegible] Crater Lake Hwy-[illegible] Rd.
Highway FAS 287
Contractor
Submitted by F. W. Yarbrough
Contract No.
Profile No.
County
F. A. Project No.
Date Reported Nov. [illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

NOTED
DON HARWELL

Source of material Boone Crk Quarry Sec. 7, T33S, R1E Wm
Sampled at Quarry
To be used A/C Base Surfacing
Sampled by H. S. Cox
Date received Nov. 1[illegible]
Quantity represented Sample

TEST RESULTS

Laboratory No. 64,843
Data Sheet No A 97166
Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 18.1
Specific gravity (Le Chatelier) 2.81
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1.6
Asphalt stripping: Natural fines
Manufactured fines Failed
Plasticity index: Natural fines Degraded fines 0
Manufactured fines
Liquid limit: Natural fines Degraded fines 19
Manufactured fines
Fracture
Sand equivalent
Oregon air degradation: Pass No. 20 19.[illegible]
Height 3.8
Date Sampled

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

NOTED
R. H. PRANGE

SENT REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Specification Office
Division Engineer [illegible] Chandler
Resident Engineer
Dist. Maint Supt.
Foreman
X Geology and Soils
X File
x Van Cleave
[illegible]

NOTED
V. R. JONES

Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Crater Lake Hwy.-Gobleigh

Prefix No. 37-1421-910
County
Contract No
F. A. Project No
Date reported Nov. 15, 1963

F. W. Yarbrough

REPORT ON SAMPLE OF SOIL

Date received Nov. 4, 1963
Quantity represented

Type of material
Sample No

Oox
A 9/166

TEST RESULTS

SIEVE ANALYSIS:
% Single
Ret on Sieve

DENSITY DETERMINATION:
Dry Density, lbs./c. f. % moisture

(Le Chatelier)
Equivalent %
Moisture %

	Passing No. 10	Total Sample
larger than 2.0 mm.	%	%
2.0 to 0.42 mm.	%	%
0.42 to 0.074 mm.	%	%
0.074 to 0.005 mm.	%	%
smaller than 0.005 mm.	%	%
smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction			
% Moisture			
Depth Ratio Z/R			
Pavement Thickness, Z			
Angle of Friction, φ			
Cohesion, C psi			
R Value			
Moisture,%	12.3	11.0	10.1
Exud.Pres.PSI	159	438	716
Exp.Pres.CT,inches	0	0	0
Displacement	6.09	6.15	6.10
Compaction,PSI	350	350	350

RECOMMENDATIONS

R. Value:

by stabilometer	80	82	80
by Exud at 300 PSI			82
by Exp. Pressure			90

Material represented by this sample suitable for use

Stabilometer samples compacted in paper cups with cardboard bottoms

REPORT DISTRIBUTION:
of Public Roads
Construction Engineer
Maintenance Engineer
Engineer
Office
Engineer
Engineer
Maint. Supt.
and Soils

Engineer of Materials

NOTED
P. S. A

NOTED
H. S. COX

NOTED
R. H. PRANGE

November 14, 1963

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

McNeil Creek-Cobleigh Road Section
FAS 287, Jackson County

Dear Mr. Carstensen:

With regard to the programming data for the above section which was discussed in a telephone conversation between you and Mr. Cox on November 13, I will also need a print of your survey showing the proposed alignment and a profile of the section. If your present survey traverses the existing alignment, would it be possible for you to make a projection of your new alignment for the print which you forward to this office. This will provide me with the factual data necessary for programming the project with the Bureau of Public Roads. If any of the horizontal or vertical alignment is substandard, I will need a short statement of explanation. Right-of-way problems or excessive cost or unfavorable features of the terrain will be sufficient justification.

Please send me the data as soon as possible as we want to get an early approval from the B.P.R. in order to provide for proper inspection with the cost included under construction engineering in connection with the project.

Very truly yours,

Verne R. Jones, Planning Engineer
County and City Division

VRJ:mm

NOTED
V. R. JONES

JACKSON COUNTY ENGINEER

JACKSON COUNTY
OREGON

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

NOTED
H. S. COX

NOTED
R. M. ALLISON

RECEIVED
NOV 18 1963
ENGINEER
COUNTY & CITY DIVISION

November 14, 1963

NOTED
R. H. PRANGE

NOTED
P. D. [illegible]

ack 11/18/63

Mr. H. S. Cox
County and City Relations Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Cox:

In regards to the reconstruction of a portion of the Butte Falls Road, FAS No. 287, for which Jackson County furnished Project Data in August of this year, we now wish to make the following changes:

Item 3 should be changed to read "McNeil Creek to Cobleigh Road, Length 3 miles."

Item 7 should be changed to read "Width 24', Shoulders 4' to 8'."

Item 8 should be changed to read "County Date of Completion April, 1964."

Item 42 should be marked "No."

Item 43 should be left blank.

Item 44 should be left blank.

Item 45 should be left blank.

Item 46 should be left blank.

The above changes are for the purpose of performing the work on the Butte Falls Road from Highway 62 to Cobleigh Road which is approximately 12 miles in length in sections of approximately 3 miles each. This will allow Jackson County to reconstruct this road to a higher standard by spreading the work out over a period of several years.

Very truly yours,

Robert J. Carstensen

Robert J. Carstensen
County Engineer

RJC:op

cc: Jackson County Court

NOTED

Salem, Oregon
November 12, 1963

Field Investigation of McNeil Creek-
Cobleigh Road section of FAS 287
Jackson County

Mr. Gilmore A. Decker
Asst. Construction Engineer
OFFICE

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
R. H. PRANGE

On October 29th, accompanied by Mr. Robert Carstensen, the McNeil Creek-Cobleigh Road section of FAS 287 was field investigated in preparation for submission of an FAS-C project.

This section of road shows periodic roadbed failure due to a poor quality of base that was originally used. The County plans on doing re-alignment, grading, and basing and the contract part would be for paving.

As soon as this project is cleared by the Highway Commission, a construction prefix should be immediately assigned so that field inspection charges may be made prior to awarding of a contract.

Jackson County expects and wants one of our best inspectors assigned to this work as there will be a great many individual decisions to be made regarding depth of new base, credit for old base and a host of other on-the-job construction problems that must be immediately determined. This project will of course need constant supervision and it is anticipated that work will be under way some time in February, 1964. It will of course be necessary that the County-constructed base be State certified prior to the FAS-C construction.

The rock source will be from a County owned pit and has been State tested. Mr. Clarence Gregg has been informed of all developments.

H. S. Cox
County and City Engineer

NOTED
V. R. JONES

HSC:eb

cc: L. R. Chandler
Clarence Gregg

Salem, Oregon
November 12, 1963

Field Investigation of McNeil Creek-
Cobleigh Road section of FAS 287
Jackson County

Mr. Gilmore A. Decker
Asst. Construction Engineer
OFFICE

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
R. H. PRANGE

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H. S. Cox
County and City Engineer

NOTED
V. R. JONES

HSC:sb

cc: L. R. Chandler
Clarence Gregg

4-31-63

JACKSON COUNTY
PROPOSED PROJECT (1964 Funds)

ie McNeil Cr.-Cobleigh Rd (Letter 11/14/63)

FAS 287, Butte Falls Road: Crater Lake Highway-Cobleigh Road Section, 13.0 miles, asphaltic concrete pavement and crushed rock shoulders, $350,000.

The proposed project requires paving with asphaltic concrete 3-1/2" in depth and 22' wide with crushed rock shoulders variable from 4' to 8' on a roadway reconstructed and based by county forces. The county expects to have their work completed by March, 1964.

OK
8-29-63

63-f
8/21/63

RECEIVED
AUG 19 1963
ENGINEER
COUNTY & CITY DIVISION

7 16 63

COUNTY ROAD FAS PROJECT DATA

1. Name of County Jackson FAS No. 287

2. County Road Name Butte Falls Road

3. Section Name ~~Highway 62~~ Antelope Creek to Cobleigh Road Length Appr x. ~~12~~ 3 miles

4. Type of Project Paving

5. Survey to be done by: State ____ County X
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X

Will it be furnished? Yes X No ____

7. Wearing Surface: Type A.C. Width Min. ~~22'~~ 24' Shoulders Crushed Rock 4'-8'

8. Grading & Drainage:

By County X County Date of Completion ~~March~~ April '64 By Contract ____

9. Bottom Base Course:

By County X County Date of Completion April '64 By Contract ____

10. Leveling Course:

By County X County Date of Completion May - 1964 By Contract ____

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract X

12. Clearing:

By County X County Date of Completion ____ By Contract ____

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks Shoulder rock to be placed under contract.

MATERIAL SOURCE -

16. Gravel ____ Quarry X Cinders ____

17. Owner: County X State ____ Private ____

18. Location: SE¼NE¼ Section 7 Township 35 S. Range 1 E. W.M.

CRK 61-4

19. Materials furnished by County: Borrow X Select Topping X

Base Course X Level Course X Mineral Aggregates____

20. Miscellaneous Items: ____________________

Remarks: ____________________

____

FINANCIAL- -

21. Estimated Cost: $____________

22. Available FAS Funds: $____________

23. Date Match Money is Available: ____________

24. Will there be any 100% County Money? Yes____ No____

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: Late spring - 19[illegible]4

Remarks County to grade and gravel. Surface to be constructed under State contract.

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No____

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes____ No X

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

31. Should material source site be included in right-of-way descriptions?

Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____________________

ccR 61-8

RAILROADS- - None -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: __________

37. Sight distance: __________(Left) __________(Right)

38. Number of trains ____________________

39. Angle of intersection ____________________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks ____________________

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes ~~X~~ No X

43. Will replacement by by: County X Contract_________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes X No____

45. Will County adjust structure to additional width? Yes X No_____

46. Will adjusted width be standard? Yes X No_____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks Above structures are 3 concrete box culverts.

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____________________

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ____________________

____

____

____

50. (c) Surveys (Coordination with outside surveys)

Explain: ____________________

____

____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No X

52. Does County wish sight posts installed? Yes___ No X

53. Does County wish guard rail installed? Yes___ No X

54. Does County wish seeding and mulching incorporated into job?

Yes___ No X

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Jackson County

Dec 16-67 Date

By Earl M. Miller
Judge or Commission Chairman

By Robert G. Carstensen
County Engineer

____
O.S.H.D. Field Engineer

Date____________________

CCR 6-8

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 27, 1963

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

Tentative FAS 286

NOTED
DON HARWELL

Dear Mr. Carstensen:

This office has made an investigation of the proposed job in the vicinity of Prospect and if the Jackson County Court wishes to construct this connection as an FAS-C project, we will do all that we possibly can to make the proper arrangements for such a project.

In order to accomplish the above it will be necessary to place the proposed road on the FAS system and, as such, it should connect on both ends with a secondary or primary highway. This office would propose to place that portion of old Crater Lake Highway, State FAS 269, from Ulrich Road to a connection northerly of Prospect on the county FAS system, and the proposed project would become a spur line between the old and new routes. Total additional mileage of this proposal would be about 6.5 miles.

I checked with the division office relative to obtaining a state survey on this project and Mr. L. R. Chandler informed me that it would be at least 3 months before a state crew could do this work.

file

Enclosed are two maps with approximate proposal marked in red. If this meets the approval of the Court, please return one signed copy of the map to this office.

Mention has been made to our soils division about the Butte Falls Road, FAS 287, and the need for soils investigation there. Mr. Jones will be down to see you soon regarding your proposed paving project on this route.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSC:mm
Encl.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

June 25, 1962
Salem, Oregon

Crater Lake Hwy-Cobleigh Road Section
FAS 287, Jackson County

Mr. F. W. Yarbrough
Soils Engineer
OFFICE

NOTED
R. H. PRANGE

In 1954, '55 and '56 Jackson County reconstructed the Crater Lake Highway-Cobleigh Road Section of the Butte Falls Road. Their work consisted of some grading, crushed rock surfacing, and a wearing surface placed with a Moto-Paver. This road carries extremely heavy log hauling traffic and the wearing surface is now showing considerable distress.

The county is considering a future FAS project for asphaltic concrete paving on the 12.8 mile section indicated in red on the attached map. Tentative plans are for the county to do some additional grading and to add more base surfacing. The proposed reconstruction would mainly follow the existing grade and alignment with possible easing of some of the severest curves.

In order to properly plan this improvement so that the county will know the required subgrade width it will be necessary to know the depth of surface materials which will be added to the existing surface. Also, tests should be made of quarries in the area for suitability and quantities available. I believe there are two quarries adjacent to the road which have been used previously. The present road has a 22' oiled surface with 4' shoulders and the improved road will probably be similar.

V. R. Jones
County and City Relations Planning Engineer

VRJ:eb
Att.

cc: Robert Carstensen
Jackson Co. Engr.

I-5-2(24) Manzanita Safety Rest Area, 1964
64 Pacific Hwy.
#6422

FORM PR-284 (2)

RECEIVED
OCT 31 1966

FOR FILING

cc: OSHD(Klaboe)
Region
Wash DC
Riedl, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT
(PPM 20-6.1)

saf

REGION NO. 8	REPORT NO. 8	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 10-6-66	REPORT MADE BY G. S. Stone, Asst Area Engr		PROJECT NO. I-5-2(24)64
COMPLETION DATE 2-15-66	ACCEPTANCE DATE BY CONTRACTING AGENCY 5-29-66	TIME ELAPSED 100%	APPROVED EXTENSION(S) ---
CONTRACT TIME 140 work days	LOCATION Jumpoff Joe Creek to Louse Creek Section of the Pacific Highway Manzanita Safety Rest Area		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

JUMPOFF JOE CREEK - LOUSE CREEK SECTION
PACIFIC HIGHWAY
Manzanita Safety Rest Area

Price Agreements Nos. 1-3, Order for State Force Work No. 1, and Order for Extra Work No. 1 were added to the contract. Price Agreement No. 3 and Order for State Force Work No. 1 are nonparticipating with Federal funds. Copies of these change orders are available in the Division project file.

The final contract amount of $89,984.30 represents a 2% increase in the initial contract.

There were no unusual overruns or underruns on the project. A statement of overruns and underruns is given in the State Highway Department's September 19, 1966 transmittal and is retained in the Division project file.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Original signed by
R. V. RIEDL
for
Area Engineer
G. S. Stone, Asst.

Acceptance of the project is recommended.

Division Engineer
A. W. Parsons,

Project Accepted 10-6-66
Date

RECEIVED
MAY 3 - 1966
FOR FILING

I-5-2 (31) 64

6422

May 2, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6422 awarded to James K. Cooke for construction of the Manzanita Safety Rest Area on the Pacific Highway in Josephine County was completed on April 14, 1965, and accepted by the Highway Commission on April 29, 1966.

Final payment in the amount of $4, 385. 14 will be released to the contractor after May 9, 1966. The total contract amount is $89, 921. 90 including $63. 37 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc James K. Cooke
1780 Cloverlawn Drive
Grants Pass, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAY 2 – 1966

FOR FILING
7-5-2 ([illegible]) 6-1

6422

April 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 14, 1965, on Contract No. 6422. The contract was with James K. Cooke and was for construction of the Manzanita Safety Rest Area on the Pacific Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 29, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

d

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAR 22 1966

FOR FILING

7-3 [illegible]

6422

Oregon State Highway Department

March 21, 1966

Accounting Division (✓)
Bridge Division (✓)
Construction Division (✓)

Traffic Division ( )
Division Engineer (No. 3) (✓)
Maintenance Division ( )
(Seeding & Mulching Sec.)

Project No. I-5-2(24)64, Manzanita Safety Rest Area, Contract No. 6422, Prefix 617-1057, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by March 31, 1966 so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

NOTE: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:bb

RECEIVED
APR 21 1966
FORM E-123X 50M 7-49
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(24)64
6422

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that all work including roadside seeding and replanting of trees and shrubs was completed on February 15, 1966, on Contract No. 6422, Manzanita Safety Rest Area Section, in Josephine County, in connection with Federal-Aid Project No. I-5-2(24)64.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement Date: April 13, 1966

Conditions noted on above date:

Inspected project 3-22-66, found to be satisfactorily completed.

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

Rec'd L Young
4-21-66

STATE COPY

Monthly transaction number 1-198	F PR (5 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ite Oregon
Project report number 6422 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-18-66	County Josephine Project number I-5-2(24)64

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 3, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 99,588.00

Revised Federal funds $ 91,850.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of January, 1966.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By
L. R. Backlund, Administrative Mgr.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By __________
(Title)

By __________
(Title)

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(24)64

MANZANITA SAFETY REST AREA ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, January 11, 1966

Type Code Y021
Manzanita Safety Rest Area (Sta. 962+00)(Contract 6422)

Clearing, Trimming and Grubbing	All Required		$ 6,500.00
Spraying Poison Oak	All Required		900.00
Drainage Excavation, Unclassified	250 cu.yd.	$ 2.50	625.00
Special Borrow Excavation, Unclassified	1,250 cu.yd.	4.50	5,625.00
Tractor and Dozer	20 hour	9.00	180.00
Furnishing and Placing Topsoil	2,940 cu.yd.	2.75	8,085.00
12-inch Culvert Pipe	480 lin.ft.	2.50	1,200.00
6-inch Perforated Metal Drain Pipe	250 lin.ft.	2.00	500.00
Special Backfill in Drains	6 cu.yd.	7.00	42.00
Concrete Curbs	25 cu.yd.	48.00	1,200.00
3/4" - 0 Material in Foundation Course	170 cu.yd.	9.00	1,530.00
Class "C" Asphaltic Concrete	190 ton	24.00	4,560.00
Furnishing and Planting Trees	250 only	8.00	2,000.00
Furnishing and Planting Shrubs	130 only	7.00	910.00
Roadside Seeding	6 acre	300.00	1,800.00
Grass Seed, Creeping Red Fescue	180 lb.	0.50	90.00
Grass Seed, Chewings Fescue	180 lb.	0.50	90.00
Inorganic Fertilizer, 10-16-8	25 cwt.	6.00	150.00
Manure Fertilizer	15 cu.yd.	8.00	120.00
Mulch Material	10 unit	15.00	150.00
Toilet Buildings	2 only	12,768.00	25,536.00
Extra Concrete	2 cu.yd.	48.00	96.00
Concrete Walks	60 sq.yd.	8.00	480.00
Well Housing	All Required		1,040.00
Pumping Installation	All Required		1,247.00
1-1/2-inch Water Line	625 lin.ft.	1.37	856.25
1-inch Water Line	1,075 lin.ft.	1.29	1,386.75
3/4-inch Water Line	445 lin.ft.	1.19	529.55
Septic Tanks (2,000 gals.)	2 only	450.00	900.00
Subsurface Disposal Fields (2,000 sq.ft.)	All Required		1,966.00
Built-up Disposal Fields (2,000 sq.ft.)	All Required		2,866.00
River-Run Gravel Fill	800 cu.yd.	2.50	2,000.00
4-inch Sewer Line	50 lin.ft.	2.06	103.00
4-inch Effluent Line	350 lin.ft.	0.75	262.50

Electrical System	All Required		$ 1,431.00
Area Illumination Installation	All Required		1,191.00
Water Hydrants	4 only	$ 25.00	100.00
Quick-Coupler Irrigation Valves	12 only	10.00	120.00
Permanent Picnic Tables (8 ft.)	20 only	210.00	4,200.00
Refuse Receptacles	6 only	25.00	150.00
Remove Existing Sign Installations	All Required		220.00
Sign Support Footings	All Required		222.00
Single Sign Supports	All Required		2,591.00
Wood Sign Posts	All Required		470.00
Type "A" and "B" Signs in Place	537 sq.ft.	6.00	3,222.00
Type "C" and "D" Signs in Place	171 sq.ft.	4.00	684.00
Type "F" and "G" Signs in Place	49 sq.ft.	4.25	208.25
			$90,335.30
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$90,535.30
	10% Engr. & Cont.		9,052.70
	Total		$99,588.00

Length of Project - - - - 0.000 Miles

Federal Funds -	$91,850.00
State Funds -	7,738.00
	$99,588.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUN 2 1964
FOR FILING 6/03

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	STATE Oregon
		COUNTY Josephine
PROJECT REPORT NO. 2(24)5 64		PROJECT NO. I-5-2(24)64

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Manzanita Rest Area, 6 mi. N. Grants Pass

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-30-64	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 96,693.00	$ 88,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~ A. N. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 3, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-2(24)64

MANZANITA SAFETY REST AREA ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 4, 1963

Type Code X021
Manzanita Safety Rest Area (Sta. 962+00)

Clearing, Trimming and Grubbing	All	Required		$ 7,500.00
Spraying Poison Oak	All	Required		250.00
Drainage Excavation, Unclassified	250	cu.yds.	$ 3.00	750.00
Special Borrow Excavation, Unclassified	620	cu.yds.	1.50	930.00
Tractor and Dozer	20	hours	15.00	300.00
Furnishing and Placing Topsoil	2,400	cu.yds.	3.00	7,200.00
12-inch Concrete Pipe	480	lin.ft.	2.50	1,200.00
6-inch Perforated Corrugated Steel Drain Pipe	250	lin.ft.	2.25	562.50
Special Backfill in Drains	6	cu.yds.	8.00	48.00
Concrete Curbs	25	cu.yds.	60.00	1,500.00
3/4"-0 Material in Foundation Course	170	cu.yds.	4.00	680.00
Class "C" Asphaltic Concrete	210	tons	15.00	3,150.00
Furnishing and Planting Trees	250	only	7.00	1,750.00
Furnishing and Planting Shrubs	130	only	3.50	455.00
Roadside Seeding	6	acres	350.00	2,100.00
Grass Seed, Creeping Red Fescue	80	lbs.	0.50	40.00
Grass Seed, Chewings Fescue	80	lbs.	0.50	40.00
Inorganic Fertilizer, 10-16-8	25	cwt.	5.50	137.50
Manure Fertilizer	15	cu.yds.	6.00	90.00
Mulch Material	10	units	13.00	130.00
Toilet Buildings	2	only	16,500.00	33,000.00
Extra Concrete	2	cu.yds.	50.00	100.00
Well Housing	All	Required		250.00
Pumping Installation	All	Required		1,800.00
1-1/2-inch Galvanized Steel Water Line	625	lin.ft.	3.00	1,875.00
1-inch Galvanized Steel Water Line	1,075	lin.ft.	1.75	1,881.25
3/4-inch Galvanized Steel Water Line	445	lin.ft.	1.60	712.00
Septic Tanks	2	only	2,000.00	4,000.00
Disposal Fields	2	only	2,000.00	4,000.00
4-inch Cast Iron Sewer Line	50	lin.ft.	3.50	175.00
4-inch Bituminous Fiber Sewer Line	350	lin.ft.	2.00	700.00
Electrical Supply Installation	All	Required		2,000.00
Area Illumination Installation	All	Required		2,000.00

Water Hydrants	4 only	$ 75.00	$ 300.00
Quick-Coupler Irrigation Valves	12 only	12.00	144.00
Permanent Picnic Tables (8 ft.)	12 only	110.00	1,320.00
Permanent Picnic Tables (6 ft.)	18 only	105.00	1,890.00
Refuse Receptacles	6 only	30.00	180.00
Furnish 8" BP 36# Steel Piling	134 lin.ft.	6.25	837.50
Drive Steel Piles	12 only	125.00	1,500.00
Metal Sign Posts	All Required		750.00
Wood Sign Posts	All Required		650.00
Type "A" and "B" Signs in Place	537 sq.ft.	6.70	3,597.90
Type "C" and "D" Signs in Place	175 sq.ft.	4.10	717.50
Type "F" and "G" Signs in Place	49 sq.ft.	4.60	225.40
			$ 93,418.55
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$ 93,618.55
	10% Engr. & Cont.		9,361.45
	Total		$102,980.00

Length of Project . . . . 0.000 miles

Federal Funds	$ 94,000.00
State Funds	8,980.00
	$102,980.00

Oregon State Highway Department

Federal Aid
Project No. I-5-2(24)64

MANZANITA SAFETY REST AREA ON I-5

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, May 22, 1964

Type Code X821
Manzanita Safety Rest Area (Sta. [illegible])(Contract [illegible])

Clearing, Trimming and Grubbing	All	Required		$ 6,500.00
Spraying Poison Oak	All	Required		900.00
Drainage Excavation, Unclassified	250	cu.yds.	$ 2.50	625.00
Special Borrow Excavation, Unclassified	995	cu.yds.	4.50	4,477.50
Tractor and Dozer	20	hours	9.00	180.00
Furnishing and Placing Topsoil	2,400	cu.yds.	2.75	6,600.00
12-inch Culvert Pipe	480	lin.ft.	2.50	1,200.00
6-inch Perforated Metal Drain Pipe	250	lin.ft.	2.00	500.00
Special Backfill in Drains	6	cu.yds.	7.00	42.00
Concrete Curbs	25	cu.yds.	48.00	1,200.00
3/4" - 0 Material in Foundation Course	170	cu.yds.	9.00	1,530.00
Class "C" Asphaltic Concrete	190	tons	24.00	4,560.00
Furnishing and Planting Trees	250	only	8.00	2,000.00
Furnishing and Planting Shrubs	130	only	7.00	910.00
Roadside Seeding	6	acres	300.00	1,800.00
Grass Seed Creeping Red Fescue	180	lbs.	0.50	90.00
Grass Seed Chewings Fescue	180	lbs.	0.50	90.00
Inorganic Fertilizer, 10-16-8	25	cwt.	6.00	150.00
Manure Fertilizer	15	cu.yds.	8.00	120.00
Mulch Material	10	units	15.00	150.00
Toilet Buildings	2	only	12,768.00	25,536.00
Extra Concrete	2	cu.yds.	48.00	96.00
Concrete Walks	60	sq.yds.	8.00	480.00
Well Housing	All	Required		1,040.00
Pumping Installation	All	Required		1,247.00
1-1/2 inch Water Line	625	lin.ft.	1.37	856.25
1-inch Water Line	1,075	lin.ft.	1.29	1,386.75
3/4-inch Water Line	445	lin.ft.	1.19	529.55
Septic Tanks (2,000 gals.)	2	only	450.00	900.00
Subsurface Disposal Fields (2,000 sq.ft.)	All	Required		1,986.00
Built-up Disposal Fields (2,000 sq.ft.)	All	Required		2,8[illegible].00
River-Run Gravel Fill	800	cu.yds.	2.50	2,000.00
4-inch Sewer Line	50	lin.ft.	2.06	103.00
4-inch Effluent Line	350	lin.ft.	0.75	262.50
Electrical System	All	Required		1,431.00
Area Illumination Installation	All	Required		1,191.00
Water Hydrants	4	only	25.00	100.00
Quick-Coupler Irrigation Valves	12	only	10.00	120.00
Permanent Picnic Tables (8 ft.)	20	only	210.00	4,200.00

Refuse Receptacles	6 only	$ 25.00	$ 150.00
Remove Existing Sign Installations	All Required		220.00
Sign Support Footings	All Required		222.00
Single Sign Supports	All Required		2,391.00
Wood Sign Posts	All Required		470.00
Type "[illegible]" and "[illegible]" Signs in Place	537 sq.ft.	6.00	3,222.00
Type "[illegible]" and "[illegible]" Signs in Place	171 sq.ft.	4.00	684.00
Type "[illegible]" and "[illegible]" Signs in Place	49 sq.ft.	4.25	208.25
			$87,702.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$87,902.00
	10% Engr. & Cont.		8,790.20
	Total		$96,693.00

Length of Project . . . . 0.000 Miles

Federal Funds	$88,000.00
State Funds	8,693.00
	$96,693.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1927;
Chap. 524, laws 1939.

State Funds for Maint: Chap. 539, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-2(24)64

MANZANITA SAFETY REST AREA ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 20, 1964

Type Code Y021
Manzanita Safety Rest Area (Sta. 962+00)

Clearing, Trimming and Grubbing	All	Required		$ 7,500.00
Spraying Poison Oak	All	Required		250.00
Drainage Excavation, Unclassified	250	cu.yds.	$ 3.00	750.00
Special Borrow Excavation, Unclassified	995	cu.yds.	1.50	1,492.50
Tractor and Dozer	20	hours	15.00	300.00
Furnishing and Placing Topsoil	2,400	cu.yds.	3.00	7,200.00
12-inch Concrete Pipe	480	lin.ft.	2.50	1,200.00
6-inch Perforated Corrugated Steel Drain Pipe	250	lin.ft.	2.25	562.50
Special Backfill in Drains	6	cu.yds.	8.00	48.00
Concrete Curbs	25	cu.yds.	60.00	1,500.00
3/4" - 0 Material in Foundation Course	170	cu.yds.	4.00	680.00
Class "C" Asphaltic Concrete	190	tons	15.00	2,850.00
Furnishing and Planting Trees	250	only	7.00	1,750.00
Furnishing and Planting Shrubs	130	only	3.50	455.00
Roadside Seeding	6	acres	350.00	2,100.00
Grass Seed, Creeping Red Fescue	180	lbs.	0.50	90.00
Grass Seed, Chewings Fescue	180	lbs.	0.50	90.00
Inorganic Fertilizer, 10-16-8	25	Cwt.	5.50	137.50
Manure Fertilizer	15	cu.yds.	6.00	90.00
Mulch Material	10	units	13.00	130.00
Toilet Buildings	2	only	10,975.00	21,950.00
Extra Concrete	2	cu.yds.	50.00	100.00
Concrete Walks	60	sq.yds.	4.00	240.00
Well Housing	All	Required		400.00
Pumping Installation	All	Required		1,800.00
1½-inch Galvanized Steel Water Line	625	lin.ft.	3.00	1,875.00
1-inch Galvanized Steel Water Line	1,075	lin.ft.	1.75	1,881.25
3/4-inch Galvanized Steel Water Line	445	lin.ft.	1.60	712.00
Septic Tanks (2,000 gals.)	2	only	2,000.00	4,000.00
Subsurface Disposal Fields (2,000 sq.ft.)	All	Required		2,000.00
Built-up Disposal Fields (2,000 sq.ft.)	All	Required		1,500.00
River-Run Gravel Fill	800	cu.yds.	2.25	1,800.00
4-inch Cast Iron Sewer Line	50	lin.ft.	3.50	175.00

4-inch Bituminous Fiber Sewer Lines	350 lin.ft.	$ 2.00	$ 700.00
Electrical System	All Required		2,000.00
Area Illumination Installation	All Required		2,000.00
Water Hydrants	4 only	75.00	300.00
Quick-Coupler Irrigation Valves	12 only	12.00	144.00
Permanent Picnic Tables (8 ft.)	20 only	110.00	2,200.00
Refuse Receptacles	6 only	30.00	180.00
Remove Existing Sign Installations	All Required		50.00
Sign Support Footings	All Required		400.00
Single Sign Supports	All Required		2,650.00
Wood Sign Posts	All Required		500.00
Type "A" and "B" Signs in Place	537 sq.ft.	6.30	3,383.10
Type "C" and "D" Signs in Place	171 sq.ft.	3.65	624.15
Type "F" and "G" Signs in Place	49 sq.ft.	3.80	186.20
			$82,926.20
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$83,126.20
	10% Engr. & Cont.		8,311.80
	Total		$91,438.00

Length of Project - - - 0.000 Mile

Federal Funds - $84,000.00
State Funds - 7,438.00

$91,438.00

RECEIVED
AUG 23 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-2(24)64

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. M. D. Glenn

DATE: August 20, 1965

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

M E Martin
By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(24)64
Manzanita Rest Area
Pacific Highway
Compaction of Asphaltic Pavement

Mr. Glenn's letter of August 17, 1965 furnished the compaction results obtained from the pavement placed. A summary of the test results show that the compaction requirements of this material substantially conform to the pertinent specifications.

REFERRED TO
Morgan Young
By Asst. State Hwy. Engr.
8-24-65

RECEIVED
AUG 23 1965
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 90M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
[illegible] 1965
FOR FILING

August 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Manzanita Safety Rest Area
Pacific Highway
Contract No. 6422
Asphaltic Concrete Compaction Results

Dear Sir:

Four test cores were taken on this project. One core was slightly below the required 92% with a result of 91.9% compaction. The average compaction obtained was 92.9%.

Your acceptance of these results as showing substantial conformance with the compaction requirements is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By MDGlenn

M. D. Glenn
Field Testing Engineer

MDG:fp
cc F. B. Klaboe
L. H. Young
O. A. White

RECEIVED
AUG 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1965
FOR FILING

I [illegible]

64 [illegible]

5 12-65

.RSM

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CON   RSB   MED     41     5-12-65     11:06AM

E G RICKETTS
MARK ASTRUP
L R CHANDLER

MANZANITA SAFETY REST AREA WAS OPENED AT 10:45AM MAY 12, 1965.

A C HARWOOD
BY GSM
JI
:,.4.
.LGM
```

cc + [illegible]
5-[illegible]

Ref

H00

Rd

NOTED
LLOYD P. SHAW

NOTED
FORREST COOPER

RECEIVED
MAR 30 19[illegible]

STATE COPY

Contl
Ledger
6422

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 16, 1965

Original signed by
L. R. Backlund
Admin. Manager

08-35.5

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. C. H. Maison

A. W. Parsons, Division Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Current Billing for February

This will confirm our verbal discussion concerning the current billing for February. Pursuant to our verbal agreement, the billing is being processed in the amount claimed.

Adjustments in amounts claimed will be made in March as follows.

An overclaim on the following projects resulted from the machine program providing that the retent amount would be based on 5% or $5,000, whichever is the lesser. This misunderstanding has been corrected to provide for the correct retent of 10% or $5,000, whichever is the lesser.

Prefix No.	Federal Aid Project No.	Amount
8-1045	F-124(23)	28.04
615-1013	I-5-1(54)	375.00
617-1057	I-5-2(24)	172.41
617-1058	I-5-2(34)	316.25
626-1004	I-80N-2(18)	(1.40)
504-1098	S-195(3)	5.32
506-1010	S-524(1)	1,734.56

Included in the claim is the amount of $285.77 on Project F-122(14). The final voucher on this project was submitted on 12/30/64. A review of the vouchers covering the costs involved disclosed that the charge to the construction engineering prefix was in error. It was agreed that a transfer voucher would be processed to transfer the costs involved to the proper maintenance prefix.

RECEIVED
MAR 17 1965
OFFICE OF
STATE [illegible] ENGINEER

Orig. to Maison
3-18-65

Copy to Young
3-30-65

RECEIVED
MAR 10 1965
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Ivan Merchant

February 26, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-2(24)64, Manzanita Safety Rest Area
Contract No. 6422

This office has reviewed State Force Order No. 1 on the subject project, as transmitted under your letter of February 23, 1965. This order provides for the furnishing of mortise and brass padlocks as required on the project.

These locks are apparently supplied as a part of the equipment to be used specifically for maintenance purposes and are, therefore, not eligible for Federal participation.

Attachment

Orig letter to Merchant
Copy of letter to Stephenson
3-1-65

Copies To Astrup
Young
3-10-65

Form A-146—[illegible]

OREGON STATE HIGHWAY COMMISSION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS STATE FORCE ORDER NO. 1

Project Name Manganita Safety Rest Area8 Date January 21, 1965

Highway Pacific Contract No. 6422 F. A. Project No. I-5-2(24)64

County Josephine Prefix 617-1057 Account No. 210

Description of Work To Be Done:

Furnish mortise, and brass padlocks for the abovd project

Location by Station Numbers:

L 960 to L 965

Estimate of Quantities and Costs:

All locks required on the project Lump sum $200.00

Explanation: According to the Special Provisions for the above project, the State is to furnish tothe contractor withour cost, master keyed dead bolt lock sets for the exterior doors. Padlocks for the refuse recepticals are to be furnished by the State.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 98,890.65	
Present estimate of project cost, including $ 200.00 for work under this order	$ 99,468.92	
Expected over-run (amount)	$ 578.27	
Expected over-run (per cent)	$ 0.58%	

Submitted by: Resident Engineer

Approval Recommended: Asst. Construction—Bridge—Engineer

Approval Recommended: Asst Division Engineer

Approved: Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing Dept. 33202

RECEIVED
JUN 11 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1964

Mr. A.M. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Manzanita Safety Rest Area
Contract No. 6422
Federal Aid Project No.
I-5-2(24)64

James K. Cooke started work on the above project on June 2, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: C.R. Maison
L.M. Young
D.B. Parkam
H.A. Pease
F.A. Query

NOTED
FLOYD QUERY

RECEIVED
JUL 6 1964

FOR FILING

FILE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Concurrence in [illegible] classification of
[illegible] additional
JUN 3 [illegible]
U.S. Bureau of Public Roads

Project Name Manzanita Safety Rest Area
Highway Pacific
County Jackson
Contractor James K. Cook
Address 1780 Cloverlawn Drive, Grants Pass, Oregon

Date May 22, 1964, 19
Contract No. 6422
Prefix 617-1057
F. A. Project No. I-5-2(24)64
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Participation in flagging costs.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

Center line Sta. 954+00 to 970+00

Estimate of quantities and cost:

Flagging - - - - - - - - - - - - - - - - - - $200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Article 1.7.9 of the Standard Specifications and of the Special Provisions provides for State participation in the costs of contractors flagging operations. Payment for these costs will be made in accord with article 1.9.7 of the Standard Specificationd. The above amount is provided for in the original project authorisation as an additional anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $98,890.65
Present estimate of project cost, including $200.00 for work under this order $~~98,890.65~~ 94,935.02
Expected under-run ~~over-run~~ amount $3,955.63
Expected under-run ~~over-run~~ per cent 4.0%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

State Printing

original copy Tolbert.
Young 7-2-64

RECEIVED
JUL 7 1964
FOR FILING

May 12, 1964

James K. Cooke
1780 Cloverlawn Drive
Grants Pass, Oregon

Dear Sir:

The State Highway Commission on April 23, 1964, accepted your proposal for the Manzanita Safety Rest Area on the Pacific Highway in Josephine County for the sum of $87,702.80 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6422. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant
Parks Department
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

RECEIVED
MAY 18 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

May 12, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

[illegible]

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-2(24)64
Manzanita Safety Rest Area, Jumpoff Joe Creek-Louse Creek
Roadside Improvement & Signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur in your award of this date of contract No. 6422 to James K. Cooke of Grants Pass, Oregon, low bidder in the amount of $87,702.80 at the April 21, 1964 bid opening.

It is our understanding that with the execution of your "X" permit with Pacific Telephone and Telegraph Co. all utility accesses are now controlled along this project.

[illegible]
OFFICE OF
[illegible]

original To Young
5-18-64

NOTED
LLOYD P. SHAW

RECEIVED
MAY 20 1964
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 12, 1964

Original signed by
A. W. Parsons
Div. Engineer

08-35-EC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Projects I-5-2(10)62 and I-5-2(24)64

Returned herewith is your approved copy of the Pacific N.W. Bell Telephone Company permit covering the co-axial cable in the vicinity of the Manzanita Safety Rest Area furnished with Mr. Hagemann's April 21, 1964 letter.

The new locked gate provided therein has been approved by Acting Deputy Federal Highway Administrator Bridwell, based on justification furnished in Mr. Decker's April 23, 1964 letter.

Your request for concurrence in award of contract to James K. Cooke, Grants Pass, low bidder in the amount of $87,702.80 at the April 21, 1964 bid opening for the improvement of the Manzanita Safety Rest Area, Project I-5-2(24)64, should include advice that the permit has been executed by your department.

Attach.

RECEIVED
MAY 12 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
5-20-64

[illegible]

Manzanita Rest Area.

[illegible]

LLOYD [illegible] SHAW

Orig to Wright
4-29-64
cc Young 5-4-64

FORM E-125X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 24 1964
FOR FILING

I-5-2(24)64

April 23, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Locked Gate Entry to Manzanita
Rest Area Right of Way
Jump Off Joe Creek-Louse Creek Section
Pacific Highway - Josephine County
Projects: I-5-2(10)62 and I-5-2(24)64

Dear Sir:

This is in reply to your letter of April 22, 1964 concerning a locked gate entry through the rest area right of way fence on the above section.

The telephone company drives this co-axial line approximately four times per year. The portion of the cable within the rest area could be inspected by parking the vehicle in the rest area parking lot and walking to the cable.

Spaced periodically along the cable are valves through which gas is pumped into the cable to prevent water damage. One of these valves is located within the rest area and is inspected each time the inspector drives the cable. The valve is also electronically connected to the appropriate maintenance office and will warn the office of any leaks in this area. Should a leak occur, it will be necessary for the company to transport a tank of gas -- usually by a four-wheel drive vehicle -- to the valve to replenish the pressure and make any repairs necessary.

As shown on the plans, the ground between the parking lot and the cable will be seeded to grass and will have underground water lines and drainage fields. A four-wheel drive vehicle driven across this area during the wet season could cause considerable damage to the lawn and underground facilities.

A frontage road parallels the easterly side of the rest area, both intersecting the co-axial cable near the northeasterly corner of the rest area. A locked gate in this fence at this location would allow the company vehicular access to the cable as needed and would, in our opinion, be superior to having the company cut the fence on an emergency basis. This entry would be to the most remote part of the rest area and would not interfere with freeway traffic or the normal use of the rest area.

In the case of the Dillard Junction Interchange rest area the cable passes under and adjacent to the parking lot. This gives the company direct vehicular entry to the cable.

Your approval of a locked gate, as described above and as shown on a Pole Permit executed by Pacific Northwest Bell Telephone Company and submitted to your office with Mr. Hagemann's letter of April 21, 1964, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw ✓
L. H. Young
P. R. Barnhart

RECEIVED
APR 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1964

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

March 30, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin

A. W. Parsons, Division Engineer
08-35.2-08 Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-2(24)64
Manzanita Rest Area - Jumpoff Joe Cr.-Louse Cr. Section
Roadside Improvement & Signing

P. S. & E. documents for the subject project, including your March 27, 1964 notice to prospective bidders providing for optional materials or products, have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use, with relocation advisory assistance unnecessary as indicated in Mr. Wright's March 23, 1964 letter. You did not certify that control-of-access rights have been acquired in accordance with subparagraph 7c of FPM 21-12. Concurrence in award of contract will be withheld pending your notification that access is controlled, particularly in connection with the Pacific Telephone and Telegraph Company easement agreement recorded in Book 127, pages 545 and 546, of the Josephine County Records which encumbers parcel No. 26064. A "joint use" permit application with the special provisions making specific reference to the company's easement and controls thereof such as release, provision of locked gates, etc. should be furnished to this office. Should it be determined that locked gates are necessary to obtain full control-of-access, such new access points must be submitted to our Administrator for approval.

Mr. Young's March 26, 1964 letter indicates that State Conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Prospective bidders should be advised of the underground telephone cable crossing in the vicinity of Station 950+50 in the event that materials for use in embankment construction are taken from roadway cuts between Stations 948 and 954.

original To
Morgan with attach
cc Litchfield
Young
4-2-64

Attachment

NOTED
LLOYD P. SHAW

I-5-2([illegible])-1

6422

[illegible]

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. M. Young
M. H. Astrup

MHA:de: ajw

Form —

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

COMPILATION OF PUBLIC USE FACILITIES
on
EXISTING SAFETY REST AREAS

STATE PRINTING

LOCATION	PARKING Trucks, Trailers	Light Vehicles	Refuse Cans	Drinking Fountain	Water Hydrants	Toilet Bldgs.	Tables	Sun Shelter	1975 Projected Parking
Oak Grove	12	50	6	2	5	2	20	0	36- 82
Memaloose	12	50	6	5	4	2	18	1	26- 64
Manzanita	12	50	6	2	4	2	20	0	20- 44
Santiam R.	59	104	14	7	12	2	40	0	52-120

Tab. 1

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1963

PROJECTED AMOUNT OF REST AREA USE AND RELATED INFORMATION
Summer, 1975

	Oak Grove Rest Area Hwy. 1, M.P. 95.3	Santiam Rest Area Hwy. 1, M.P. 60.4
Average Daily Traffic		
1961	7,200	11,250
1962	9,100	13,150
1963 (estimated)	9,000	13,000
1975 (estimated)	16,500	23,800
1975 Summer Average Daily Traffic (factor 1.25)	20,600	29,800
Average Daily Traffic, One Direction (assumed 50 percent split)	10,300	14,900
Daily Number of Vehicles Entering Rest Area, One Direction (10 percent)	1,030	1,490
Average Daily Number of Vehicles Accumulated in Rest Area at Peak Moment, One Direction (5.8 percent of no. entering)	60	86
Single Light Vehicles (10 percent)	42	60
Trucks and Vehicle Combinations (30 percent)	18	26
Average Daily Number of Persons Desiring Use of Restrooms at Peak Moment, One Direction (2.0 persons per vehicle x 0.25)	30	43
Average Daily Number of Tables in Use During Peak Moment, One Direction (1/3 of peak vehicle accumulation)	20	28
Average Daily Number of Persons Using Drinking Water Facilities, One Direction (1.2 persons per vehicle)	1,240	1,790
Average Daily Number of Persons Using Restrooms, One Direction (2.0 persons per vehicle)	2,060	2,980
Average Daily Number of Persons Using Rest Area, One Direction (2.3 persons per vehicle)	2,370	3,430

Incl. 2

477 Cottage Street NE.
Salem, Oregon 97301

February 28, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. [illegible]
[illegible]

T. Dec
Assistant Division Engineer
08-35-EC Salem, Oregon

Oregon Project I-5-2(24)64
Manzanita Safety Rest Area

Mr. Shaw's February 18, 1964 letter indicates that the reduction in estimated cost for the rest room facilities on the subject project was accomplished through an austerity of design considered to be the irreducible minimum. Representatives of this office have reviewed partial preliminary plans in your department and agree that modifications being made in the building design are to minimum standards consistent with public acceptance and serviceability. Any further reduction in estimated cost would have to be in the form of reducing other items in the project.

Pending our review and approval of the final P.S. & E. documents, full Federal participation is now considered to be appropriate for your modified design of the rest room facilities for the Manzanita Rest Area.

Pursuant to our past conversations with Mr. Astrup on this matter, we would appreciate receiving comparative statistics on the number of units (parking spaces, tables, fountains, etc.) provided in previously constructed rest areas and those planned for the Manzanita, Santiam, as well as any other future rest areas in an advance planning stage. Such information is of particular importance in evaluating the Santiam Rest Area plan.

NOTED
LLOYD P. SHAW

Original To Young
3-3-64

RECEIVED
MAR 4 - 1964

FORM E-90 50M 2-63 49807
FOR FILING
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1964

SUBJECT: Manzanita Rest Area
Josephine County

To: Mr. Lloyd Shaw
Assistant State Highway Engineer
OFFICE

Attached are two prints each of Drawing Nos. 19697 through 19699 which is the design for a six-place toilet building to be used at the proposed Manzanita Rest Area.

In order to reduce the cost of construction of this design over the previous eight-place toilet building the following changes have been made in this plan:

1. By using a flatter roof pitch and reducing the height of foundation wall some cubage has been eliminated, as well as producing a lower exterior profile required for the smaller building.

2. Substitution of sawed timber roof beams for glulam beams.

3. By placing a cheaper type roof using mineral surfaced cap sheet in place of gravel surfaced roof.

4. Excluding the perimeter concrete sidewalk from the lump sum price of the building (payment for sidewalk to be made under a separate unit bid item).

5. Placing enameled cast-iron lavatories in place of vitreous china.

6. Also other minor design changes aimed at reducing costs.

$10,975

As mentioned on the drawing this design should not be used in any location where the snow loads exceed 35 pounds per square foot.

Theo. C. Roake
NOTED
LLOYD P. SHAW

Theo. C. Roake
Assistant Bridge Engineer

TCR/mm
Attached

RECEIVED
FEB 26 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Drawing # 19697
8
9

RECEIVED
FEB 19 1964

FOR FILING

[illegible]

February 18, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E
Salem, Oregon

Re: Manzanita Safety Rest Area
Project I-5-2(24)64

Dear Sir:

Reference is made to the last paragraph of your letter of February 10, subject as above.

Beginning in 1959, we have constructed three toilet buildings, each with four fixtures, at safety rest areas. Space, interior finish, and structural design of all were held to most economical levels. The average cost of these buildings has been twenty-five dollars per square foot. Similarly, three toilet buildings with eight fixtures each have been contracted for state parks at an average cost slightly under twenty-five dollars per square foot. The high bid on one of the latter buildings was $16,000, or $500 below the estimate. Thus, experience proves that twenty-five dollars per square foot is a reasonable cost expectation for estimating purposes.

The January 6 estimate made for the Manzanita building is within this expectation. Your earlier memorandum stating that only minimum facilities would be considered for Federal participation, led us into an austerity of design which we consider to be the irreducible minimum. We still feel that capacity, interior finish, and "lobby" space should be held at a higher level than that included in the January 6 estimate.

May we stress that this proposed building is of minimum standards, consistent with public acceptance and serviceability. Based on square footage at twenty-five dollars, the estimate would have been $10,975. We would have no objection to making that change. Again, we urge your early approval of Federal participation in the construction of public-use facilities at Manzanita Safety Rest Area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maisen

MHA:de: ajw

RECEIVED
JAN 30 1964
FOR FILING

[illegible]

[illegible]

January 29, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Re: Manzanita Safety Rest Area
Oregon
Project I 5-2(24)64

Dear Sir:

Reference is made to your letter of September 9, 1963 relative to development of public-use facilities at the subject site.

It is believed that the attached plans and estimate comply with your statement "that the sanitary facilities . . . be no more extensive or elaborate than absolutely necessary."

Our requirement computations are based on traffic studies made at the Oak Grove Safety Rest Area, substantiated by use surveys made by several other states. The comprehensive Interstate Highway Rest Area Survey made by Wisconsin showed 11 per cent average of autos stopping and that 67 per cent of the people used rest room facilities. Both Ohio and North Carolina report higher percentages of traffic stopping than the ten per cent we have used. Michigan reports 12 per cent of daytime and eight per cent of night traffic stopping on I-94. Corroboration of the time use figure was obtained from a Report on Service Plaza Rest Rooms made by the Ohio Turnpike Authority in 1961. This report states, "The facility use time showed the practical capacity of the rest room facilities to be approximately 31 women per stool hour, 116 men per urinal hour, and 17 men per stool per hour with 15 % of the men using the stools . . ."

Significantly, this study was made to determine which facility needed enlarging. The State of Ohio also admits that the toilet facilities it has constructed in Interstate safety rest areas are inadequate. Consequently, we believe that bases used by us are conservative and use will tend to increase with the construction of additional safety rest areas. One of the summary statements found in the Ohio Turnpike Traffic Survey substantiates this belief, namely, "Once on the Turnpike, the motorist tends to stay on until his Turnpike trip is completed."

The design hour volume for 1975 on Interstate 5 at the Manzanita Rest Area is 1,030. Recent action by the United States Congress indicates that construction on the Interstate System will be based on a 20-year traffic projection. When the traffic at the Manzanita Rest Area is projected to 1984, the design hour volume becomes 1,359. The directional factor is 55 per cent, so the design hour volume to be considered in each direction is 747 cars.

The above traffic volume figures were taken from the August 1, 1960 "Estimate of the Cost of Completing the National System of Interstate and Defense Highways in the State of Oregon". Based on an estimated ten per cent of traffic stopping, 75 cars will stop at Manzanita in each direction in the design hour.

Actual studies indicate that on the average of the cars stopping, two persons per car used the toilet facilities and that the time that each person remained in the facility was approximately two minutes. Since arrivals at the rest area are at random intervals, it is not possible to obtain 100 per cent use of this type of facility without unreasonable inconvenience, so for design purposes, it is assumed that 67 per cent use is achieved. Then the total service which must be supplied on each side of the highway is $75 \times 2 \times 2 \times \frac{1}{0.67} = 448$ person minutes. Since this is for design hour, dividing by 60 gives 7.5 toilet facilities on each side of the highway.

Consequently, our proposal to construct buildings with three toilet fixtures each for men and women in each unit of the safety rest area is conservative and necessary for a reasonable solution of public requirements. The estimated cost of the total development is $89,100.

Therefore, as this proposal is consistent with trends and the best planning and use information available on rest areas, your early approval of Federal participation in the construction of public-use facilities at Manzanita Safety Rest Area is solicited and recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
Mark H. Astrup
L. R. Chandler

MHA:de: ajw

Attachments

OREGON STATE HIGHWAY DEPARTMENT
MANZANITA SAFETY REST AREA
PACIFIC HIGHWAY - JOSEPHINE COUNTY
JANUARY 6, 1964

ITEM	UNIT	GROSS	PRICE	AMOUNT
Clearing, Trimming & Grubbing	All Req.	All		$ 7,500.00
Spraying Poison Oak	All Req.	All		250.00
Drainage Excavation, Unclassified	Cu. Yd.	250	$ 3.00	750.00
Special Borrow Exc., Unclassified	Cu. Yd.	620	1.50	930.00
Tractor and Dozer	Hour	20	15.00	300.00
Furnishing & Placing Topsoil	Cu. Yd.	2,400	3.00	7,200.00
12-inch Concrete Pipe	Lin. Ft.	480	2.50	1,200.00
6" Perf. Corr. Steel Drain Pipe	Lin. Ft.	250	2.25	562.50
Special Backfill in Drains	Cu. Yd.	6	8.00	48.00
Concrete Curbs	Cu. Yd.	25	60.00	1,500.00
3/4"-0 Material in Found. Crse.	Cu. Yd.	170	4.00	680.00
Class "C" Asphaltic Concrete	Ton	210	15.00	3,150.00
Furnishing & PlantingTrees	Each	250	7.00	1,750.00
Furnishing & Planting Shrubs	Each	130	3.50	455.00
Roadside Seeding	Acre	6	350.00	2,100.00
Grass Seed, Creeping Red Fescue	Lb.	80	0.50	40.00
Grass Seed, Chewings Fescue	Lb.	80	0.50	40.00
Inorganic Fertilizer, 10-16-8	Cwt.	25	5.50	137.50
Manure Fertilizer	Cu. Yd.	15	6.00	90.00
Mulch Material	Unit	10	13.00	130.00
Toilet Buildings	Each	2	9,280.00	18,560.00

ITEM	UNIT	GROSS	PRICE	AMOUNT
Extra Concrete	Cu. Yd.	2	$ 50.00	$ 100.00
Well Housing	All Req.	All		250.00
Pumping Installation	All Req.	All		1,800.00
1-1/2" Galv. Steel Water Pipe	Lin. Ft.	625	3.00	1,875.00
1-inch Galv. Steel Water Line	Lin. Ft.	1,075	1.75	1,881.25
3/4" Galv. Steel Water Line	Lin. Ft.	445	1.60	712.00
Septic Tanks	Each	2	2,000.00	4,000.00
Disposal Fields	Each	2	2,000.00	4,000.00
4" Cast Iron Sewer Line	Lin. Ft.	50	3.50	175.00
4" Bituminous Fiber Sewer Line	Lin. Ft.	350	2.00	700.00
Electrical Supply Installation	All Req.	All		2,000.00
Area Illumination Installation	All Req.	All		2,000.00
Water Hydrants	Each	4	75.00	300.00
Quick-coupler Irrigation Valves	Each	12	12.00	144.00
Permanent Picnic Tables (8 ft.)	Each	12	110.00	1,320.00
Permanent Picnic Tables (6 ft.)	Each	18	105.00	1,890.00
Refuse Receptacles	Each	6	30.00	180.00
Furnish (8 BP 36) Steel Piling	Lin. Ft.	134	6.25	837.50
Drive Steel Piles	Each	12	125.00	1,500.00
Metal Sign Posts	All Req.	All		750.00
Wood Sign Posts	All Req.	All		650.00
Type "A" & "B" Signs in Place	Sq. Ft.	537	6.70	3,597.90
Type "C" & "D" Signs in Place	Sq. Ft.	175	4.10	717.50
Type "F" & "G" Signs in Place	Sq. Ft.	49	4.60	225.40
				$78,978.55
	Flagging (57-1/2% of contractor's cost)			200.00
	Subtotal			$79,178.55
	12-1/2% Engineering & Contingencies			9,921.45
	TOTAL			$89,100.00

Form E-106—10M—7-62
State Printing 45050

Job No. ....

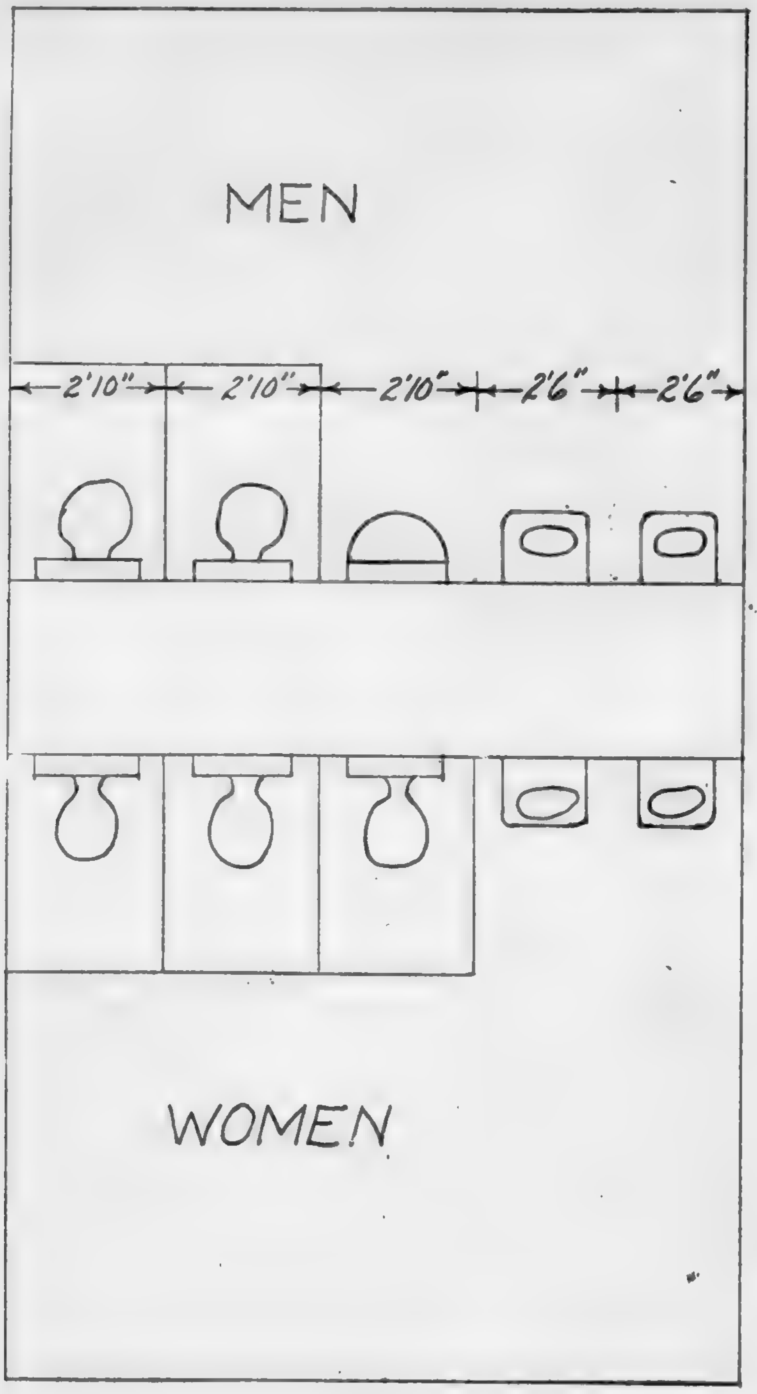
Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Manzanita Safety Rest Area

Made by Sage Jan., 1964 Checked by ...., 19..... Backchecked by ...., 19.....

TOILET BUILDING


MEN
2'10"
2'10"
2'10"
2'6"
2'6"
WOMEN

FORM E-30 50M 3-63 49907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1964

SUBJECT: Manzanita Safety Rest Area
Pacific Highway
Josephine County

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

Transmitted herewith a copy of the estimate for the subject rest area. This estimate is based on a toilet building with three toilet and two washing facilities in each of the men's and women's toilets.

The cost of $9,280 for this building was determined by starting with a basic toilet building containing two toilet and two washing facilities in each of the men's and women's toilets for a cost of $7,500. It will cost $1,780 for each minimum addition, which is one toilet facility in each of the men's and women's toilets, to the basic building. The above costs were furnished by the Bridge Department.

We do not feel it is necessary to have two washing facilities for only two toilet facilities in the basic toilet building. We question the need for two washing facilities for any less than four or five toilet facilities. The men's room on the second floor of this building has seven toilets, three urnals and only two wash basins. This arrangement is apparently adequate. With this in mind, we feel that consideration should be given to reducing the number of wash basins in the smaller toilet buildings.

F. D. Morgan
Construction Engineer

by

Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:dc
Encl.
cc: Mark Astrup

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 2 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon - 97301

September 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2DB Salem, Oregon

Oregon Project I-5-2(24)64
Manzanita Safety Rest Area

Mr. Shaw's September 4, 1963 letter submitted advance plans for the subject project and indicated that a revised rest room facility was to be provided which doubles the capacity of the building constructed at the Oak Grove Safety Rest Area. Your justification for the added capacity is that it is needed to adequately serve the public.

Our February 13, 1963 memorandum in connection with your proposed enlargement of the Oak Grove Rest Area indicated that it seems probable that as more rest areas are completed and open to service, the demand on any single rest area will be eased.

Subsequently, Interstate fund participation in the cost of providing convenience and comfort facilities for the Manzanita Rest Area was permitted as an exception, with the understanding that the sanitary facilities would be no more extensive or elaborate than absolutely necessary.

Under the above circumstances and in view of the short time available to adequately establish absolute necessity for additional costs prior to your advertising the project, Interstate fund participation for the rest room facilities will be limited to one-half the cost thereof. Your September 4, 1963 estimate to accompany plans and specifications, which would increase the amount programed from $35,000 to $102,980, could be revised indicating only one of the toilet buildings, septic tanks, etc. as participating items to accomplish this modification.

NOTED
LLOYD P. SHAW

original To Young
9-12-63

RECEIVED
SEP 12 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon - 97301

September 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2DB Salem, Oregon

Oregon Project I-5-2(24)64
Manzanita Safety Rest Area

Mr. Shaw's September 4, 1963 letter submitted advance plans for the subject project and indicated that a revised rest room facility was to be provided which doubles the capacity of the building constructed at the Oak Grove Safety Rest Area. Your justification for the added capacity is that it is needed to adequately serve the public.

Our February 13, 1963 memorandum in connection with your proposed enlargement of the Oak Grove Rest Area indicated that it seems probable that as more rest areas are completed and open to service, the demand on any single rest area will be eased.

Subsequently, Interstate fund participation in the cost of providing convenience and comfort facilities for the Manzanita Rest Area was permitted as an exception, with the understanding that the sanitary facilities would be no more extensive or elaborate than absolutely necessary.

Under the above circumstances and in view of the short time available to adequately establish absolute necessity for additional costs prior to your advertising the project, Interstate fund participation for the rest room facilities will be limited to one-half the cost thereof. Your September 4, 1963 estimate to accompany plans and specifications, which would increase the amount programed from $35,000 to $102,980, could be revised indicating only one of the toilet buildings, septic tanks, etc. as participating items to accomplish this modification.

NOTED
LLOYD P. SHAW

[illegible]

original To Young
9-12-63

RECEIVED
SEP 6 1963

FOR FILING

I-5-2(18)

64ai

September 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Plan Submission - Manzanita
Safety Rest Area

Dear Sir:

Pursuant to your conversation with Mark H. Astrup, Landscape Engineer, we are submitting area development plans and detailed plans of the rest room facility proposed for construction at the subject location.

The acceleration and deceleration lanes and a portion of the parking area were completed under the road construction project. The project contemplates completion of normal public-use facilities, but with a revised rest room facility which doubles the capacity of the building constructed at the Oak Grove Safety Rest Area. This added capacity is necessary to adequately serve the public.

Your approval of Federal participation in time to permit advertising for the October 8 letting is requested and recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
M. H. Astrup
L. H. Young
C. H. Maison

EAP:db: ajw
(Enclosures-Bridge Division, August 27, 1963, Bridge No. Standard, Drawing No. 19139)

RECEIVED
APR 10 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

April 2, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Federal-aid Interstate Program

In reference to Mr. Shaw's February 6, 1963 and Mr. Young's March 28, 1963 letters with regard to the inclusion of the Manzanita Rest Area in Stage 2 (Item 162) to the captioned program, we are approving this project effective this date in accordance with our Washington Office's March 13, 1963 concurrence.

Item	Project	Location	Work
162	I-5-2(24)64	Manzanita Rest Area	Convenience Facility

Approval is given with the understanding that the overall plans for the sanitary facilities are no more extensive or elaborate than absolutely necessary. Furthermore, the project agreement will contain a provision that the rest area will be kept in a clean, well maintained condition at all times.

Our Washington Office concurs with a suggestion that a historical marker be erected within the site commemorating the 1855 Indian uprising and the heroism of the courageous housewife during the siege. However, apparently the cost of such a marker could not be participating with Federal funds.

This action provides for the construction phase for 0.00 miles of Interstate at a total estimated cost of $35,000, of which $31,000 is Federal-aid Interstate funds. Your unprogrammed balance of these funds is reduced to $15,346,326 according to our records of this date.

[illegible] 2 1963

NOTED
LLOYD P. SHAW

original To Young
4-10-63

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1963

ESTIMATED AMOUNT OF REST AREA USE AND RELATED INFORMATION FOR PROPOSED MANZANITA REST AREA
Pacific Hwy. No. 1-M.P. 255.90
Summer 1975

Average Daily Traffic	
1961	4,100
1975	8,700
Summer Average Daily Traffic (factor 1.25)	10,900
Average Daily Traffic, One Direction (assumed 50 percent traffic split)	5,450
Daily Number of Vehicles Entering Rest Area, One Direction (10 percent)	545
Average Daily No. of Vehicles Accumulated in Rest Area at Peak Moment, One Direction (4.5% of no. entering)	25
Average Daily Number of Tables in Use During Peak Moment, One Direction (1/3 of peak vehicle accumulation)	8
Average Daily Number of Persons Desiring Use of Restrooms at Peak Moment, One Direction (2.0 persons per vehicle x 0.25)	13
Average Daily Number of Persons Using Drinking Water Facilities, One Direction (1.2 persons per vehicle)	655
Average Daily Number of Persons Using Restrooms, One Direction (2.0 persons per vehicle)	1,090
Average Daily Number of Persons Using Res Area, One Direction (2.5 persons per vehicle)	1,365

RECEIVED
FEB 26 1963

FOR FILING

[illegible]

[illegible]

February 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Oregon Federal-aid
Interstate Program
Manzanita Safety Rest Area

Dear Sir:

We wish to request approval for federal participation for the construction of public-use facilities including rest rooms, picnic tables, and other appurtenances in connection with the development of the Manzanita Safety Rest Area located approximately four and one-half miles north of Grants Pass.

The State of Oregon completed a study of proposed safety rest area sites on the interstate system in the fall of 1956. Ten areas on 80N averaging 41 miles apart and ten areas on Interstate Highway 5 averaging 33 miles apart were designated. Our studies on the location of safety rest areas followed very closely with those later published in the AASHO pamphlet, 'A Policy on Safety Rest Areas for the National System of Interstate and Defense Highways'. The original program is being followed as closely as possible.

To date, roadway and parking areas have been constructed in three locations on Interstate Highway 5, and two additional sites are under construction. Public convenience facilities have been approved and constructed at Oak Grove Safety Rest Area, and the construction of public-use facilities has been approved for the Santiam River Safety Rest Area.

The Manzanita Safety Rest Area is located in Josephine County, Oregon, approximately 4.5 miles north of Grants Pass and 36 miles south of Canyonville on Interstate Highway 5. The parking areas and acceleration and deceleration lanes were completed under the road construction project. Subsequently, a well was drilled by the State and potable water in sufficient quantity is available for public use when developed.

The Manzanita site was chosen because, topographically, it was amenable to development and, mileage-wise, it fitted into the state-wide pattern. The area has an attractive native growth of Madrone, Oak, and Pine trees. Unfortunately, a forest fire originating outside of the safety rest area site destroyed most of the trees on the westerly side of the highway approximately two and one-half years ago. The roots of the Madrone and Oak trees were not killed and many of them have sprouted new growth which again will furnish shade and scenic qualities destroyed by the fire.

The Madrone is a distinctive tree, being a broad-leafed evergreen with colorful reddish bark. The clusters of white lily-of-the-valley flowers are followed by conspicuous clusters of orange-red berries which are greatly prized by numerous birds. The tree occurs over a limited range in this country. Hence, it has more than local interest; and, in combination with Pine, Oak, and an extensive number of native flowers, the area furnishes an excellent opportunity for interested travelers to study the native flora. We propose to label the various species to increase the educational and scientific values of the rest area site.

The area also has historical significance. The rest area is located in the near vicinity of the site of an early settler's cabin where a heroic defense of her home and family was made by the settler's wife. It is reputedly the leading episode in the 1855 Indian uprisings in Southern Oregon and is one of the most extraordinary incidents in the whole line of frontier narratives. The husband and one other man were killed; no trace was ever found of the nine-year-old son David, but Mrs. Harris and her eleven-year-old daughter, who was wounded in the encounter, held off the attacking band of Indians all day. They were rescued by a band of soldiers the following day. A full narration of this incident, furnished by Mary L. Hanley, Curator of the Jacksonville Museum, is appended hereto.

Although parking facilities are available, the full benefits to the public cannot be achieved until modern conveniences acceptable to the public are constructed. These include the installation of rest-room facilities, drinking water, picnic tables, and trash receptacles similar to those now constructed at the Oak Grove Safety Rest Area.

It is anticipated that the use pattern of this proposed rest area will closely parallel that of the Oak Grove Rest Area located approximately 13 miles north of Eugene. A use survey made by the Traffic Division of the Oak Grove Rest Area showed that on July 3, 1961, 5.1 per cent of the highway traffic stopped to avail themselves of the facilities. A subsequent survey on July 3, 1962, showed that seven per cent of the highway traffic stopped at the Oak Grove Rest Area. As the public becomes more familiar with the facilities available, it is anticipated that ten per cent of the traffic will avail themselves of the accommodations.

We are convinced from the many expressions of public appreciation of rest areas that they contribute an excellent public relations value to the State and Federal highway programs. The use of existing rest areas, as disclosed by surveys made by this Department and corroborated by the experiences of other states, convinces us that there will be a continued and increasingly important public-use of the Manzanita Safety Rest Area. We are also convinced that the location has significant natural and historical values, and public use facilities are necessary to achieve maximum benefits to road users. We wish to urge and recommend approval of federal participation for the provision of convenience and comfort facilities at this safety rest area.

Oregon is willing and capable of furnishing proper maintenance so our rest areas are a source of pride to the State and Federal governments.

Your early and favorable consideration of the above will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
J. W. Nash
L. H. Young
Mark Astrup
F. B. Crandall
C. H. Maison

LHY:mmb: ajw

APPENDIX

"Briefly, the events which took place were as follows:

"George W. Harris and his family had crossed the plains from Tennessee to Oregon in 1853, and had settled the following year on a Donation Land Claim eight miles north of Rogue River, on what was then known as the Oregon-California Trail. His family consisted of his wife, Mary Ann, his eleven year old daughter Ann Sophia and his nine year old son, David W.

"On the morning of October 9, 1855, Mr. Harris was engaged in splitting logs for fencing, and his wife was preparing to do the family washing. Sophia was busy inside, and David had been sent to the garden for a pail of potatoes. Mr. Harris became aware of a band of fifteen to twenty Indians in war paint, and hurriedly left his work and walked rapidly to the house. Although he was ignorant of the fact, the Indians had become infuriated at the wanton massacre of some eighty Indian women and children at a rancherie on Rogue River two days before, and had embarked on a bloody trail of reprisal. Mr. Harris reached the cabin and pushed his wife inside, telling her there was going to be trouble, and was instantly struck by a rifle ball in the chest. He bolted the door, told her he was mortally wounded, while she helped him to a bed in the corner of the room. He then told her he could not defend her, and she must do that herself to the best of her ability, and proceeded to instruct her in the loading and firing of the Kentucky rifle, for which he had previously prepared large quantities of ammunition. Sophia brought powder horn, cap box, bullets and paper wads. These being explained, she loaded the gun, climbed the ladder to the attic where holes in the chinking gave her a view in all directions, and opened fire. An Allen revolver, lying on the roof plate, added to her arsenal. At first there were only a few Indians, but soon she was able to count twenty-one, although it is possible she did not see all of them. Among the warriors she saw a squaw whom she had befriended, wearing a dress she had given her.

"Sometime during the forenoon a ball entered the window in the lower room and struck the girl Sophia in the arm, breaking a bone. She continued to melt lead bars and mold bullets for her mother, in spite of the pain. Mrs. Harris kept up her steady fire for nineteen consecutive hours.

"Between two and three o'clock in the morning of the 10th, the Indians retired and moved down a small creek, where they started fires, presumably for food. It gave the courageous mother a chance to go to the well for water, and bathe her injured daughter's arm. She covered the body of her dead husband and prepared to abandon her home, feeling sure the Indians would return to the attack as soon as it was light. After a short futile search for her son David, she concealed herself in a willow thicket south of the house and near the trail. When it became light she could discern four savages sitting on the bank of the stream near the cabin, their bare feet in the water. Suddenly she noticed them ducking under the bank into the shallow stream and disappearing. She could hear the galloping of horses, but did not know if their riders were friends or foes, until she heard the rattling of sabers. It was a detachment of U.S. Dragoons from Fort Lane, under the command of Major E. N. Fitzgerald, and twenty volunteers from Jacksonville. She ran out of her hiding place. With her loosened hair, her blood-saturated clothing and her powder-burned face, she did not resemble a white woman, and was almost killed by one of the soldiers. Another soldier struck up his gun, and the bullet struck the ground in front of her.

"The soldiers now urged her to return to the cabin and prepare some food, neither she nor Sophia having eaten since the morning of the 9th. A detail of four volunteers was left with her, and the main body of soldiers moved on in pursuit of the fleeing Indians.

"A part of the puncheon floor was now removed, and a grave dug in the center of the room. The blanketed form of the father was lowered into it, and the earth put back in place..........Then the torch was applied, and everything else belonging to the once-happy family went up in roaring flames. Mrs. Harris realized that she must abandon David to his fate. No trace of the boy was ever found. Frank A. Reed, a single man employed by Mr. Harris, was killed while attempting to escape the massacre, and his skeleton was found the following year."

S-516(1) Parkdale Ranger Sta.-Tucker 1964
Br. Sec., FAS 341 & 343 (Grad.,
#6423 Oil. & Struct.)

C&A
2701
&
2710

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86211

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-16-65	CC 971		514-1056-297

Contract 6423
S-516(1) + S-517(1)

- Hood River County
- Courthouse
- Hood River, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Att: Board of Commissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Parkdale Ranger Station-Tucker Bridge FAS #341 and #343. Covered by agreement dated April 2[illegible], 1964.			
County Advance Deposit		50,000.00	
Less amount previously transferred		35,000.00	
			15,000.00
County share construction cost		47,219.53	
Less amount previously transferred		35,000.00	
			12,219.53
To be refunded			2,780.47

ACKNOWLEDGEMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

NOTED
V.R.

RECEIVED
NOV 17 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 25 1965
FOR FILING

6423

January 21, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On December 21, 1964 we wrote to you concerning release of final payment on Contract No. 6423, awarded to Vernie Jarl, for grading, oiling, and structure on the Parkdale Ranger Station-Tucker Bridge Section of the FAS 341 & 343 in Hood River County.

Final payment on this contract is $11,102.72 and total contract amount is $216,257.46, including $653.80 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rg

cc: Vernie Jarl
P. O. Box 507
Gresham, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 21 1964
FOR FILING

6423

December 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 21 on Contract No. 6423. The contract was with Vernie Jarl and was for grading, oiling, and structures on the Parkdale Ranger Station-Tucker Bridge Section of FAS Routes 341 and 343 in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
Dean Swift

LPS:ajw bjs

RECEIVED
DEC 14 1964
FOR FILING

64 [illegible]

HOOD RIVER COUNTY COURT

HARRIS A. HIGGINS, COUNTY JUDGE
EARL A. MOORE, COUNTY COMMISSIONER
JAMES D. WIRRICK, COUNTY COMMISSIONER

HOOD RIVER, OREGON

November 24, 1964

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Parkdale Ranger Station--Tucker Bridge
FAS 341 & 343
Project No. S-516 (1), S517 (1)

Dear Mr. Cooper:

The Hood River County Commissioners and the County Roadmaster reviewed the Parkdale Ranger Station-Tucker Bridge project and arrived at the conclusion that the County accepts with pleasure this road as an improved County road. We greatly appreciate your cooperation in this FAS program and acknowledge that it is a real asset to the counties that cooperate with you.

The only one problem is with regard to a safety factor and that is the access from the old Toll Bridge Road to this new road which are local Road Department is going to alter for the purpose of a safety approach for people going South because there has all ready been one accident on this access area and, whereas, the right-of-way is wide enough to make a gradual approach and a much safer appreach. We do not say this critically but because the Y type of approach has been there for years and people are accustomed to this approach and we, therefore, consider it desirable to keep this same design.

Very truly yours,

Harris A. Higgins

Harris A. Higgins
County Judge

NOTED
LLOYD P. SHAW

HAH/dl
CC/ Commissioner Earl A. Moore
CC/ Commissioner James D. Wirrick

RECEIVED
DEC 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: November 20, 1964

SECTION: Parkdale Ranger Sta.-Tucker Bridge

SECTION PREFIX: 514-1056

HIGHWAY: FAS 341 and 343

COUNTY: Hood River

NAME OF JOB: Pardkale Ranger Station-Tucker Bridge

KIND OF WORK: Grading, Oiling, and Structure

CONTRACTOR: Vernie Jarl

CONTRACT NUMBER: 6423

FEDERAL AID PROJECT NUMBER: S-516(1) & S-517(1)

DATE OF CONTRACT: May 13, 1964

DATE WORK STARTED: May 13, 1964

ESTIMATED COMPLETION DATE: October 21, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: Comp. Date Nov. 1, 1964

WORK DAYS USED:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 250,131.93

ENGINEERING AUTHORIZATION: $ 17,787.16

EXCLUSIVE OF ENGINEERING: $ 232,344.77

ENGINEERING COST TO DATE: $ 26,730.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 220,400.00

PERCENT OF AUTHORIZATION: 150 %

ESTIMATED PERCENT: UNDERRUN 5.1%

DATE PROJECT WAS COMPLETED: October 21, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.27	2.27		2.27	
MILES PARTIALLY COMPLETED	"	"		"	
MILES COMPLETED	"	"		- "	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	123,500 CY	39,500 Tons		213 T.Asph.-	1,880 CY Aggr.
TOTAL QUANTITIES CORRECTED TO DATE	120,715 CY	36,126 Tons		206 T.Asph.-	1,916 CY Aggr.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"		"	"
AVERAGE DAILY QUANTITIES	-	Project Completed			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair & Cool		
TUESDAY	Ptly. Cloudy & Cool		
WEDNESDAY	Overcast & Cool		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 23 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate data submitted to Division Wednesday.

- FINAL REPORT -

SIGNED Ernest L. Scruin

ADDRESS P.O. Box 302, The Dalles

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

OREGON STATE HIGHWAY DEPARTMENT

FINAL REPORT

WORK COMPLETED BY UTILITIES

(SEE INSTRUCTIONS BELOW)

A-320 5-63

file fas 341, Hood R. Co

F. A. PROJECT NUMBER S-516(1)&S-517(1) CONTRACT NUMBER 6423 PREFIX 514-1056

SECTION Parkdale Ranger Sta.-Tucker Bridge SFO NO 1

HIGHWAY FAS Routes 341 & 343 *7-16-64* COUNTY Hood River

UTILITY COMPANY Middle Fork Irrigation District

DATE WORK STARTED May 15, 1964 COMPLETION DATE July [illegible], 1964

GENERAL DESCRIPTION OF WORK DONE (MUST INCLUDE DISPOSITION OF SALVAGE)

This work involved the installation of [illegible]'-4", 1930'-6", and 150'-8" Asbestos-Cement irrigation pipe and 230'-12" C.P. to [illegible] highway at two crossings. The relocation was effected in accordance with plan and estimate submitted by the company. There was no salvage of material from the existing line.

NOTED
P. E. [illegible]

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
V. R. JONES

1. THIS FORM SHALL BE SUBMITTED IMMEDIATELY UPON COMPLETION OF WORK DONE BY EACH UTILITY COMPANY ON EACH PROJECT.
2. PREPARE FOUR COPIES AS FOLLOWS:
   - ORIGINAL—ACCOUNTING (MUST BE ACCOMPANIED BY "AS CONSTRUCTED PLANS AND ALL DIARIES")
   - DUPLICATE—DIVISION ENG.
   - TRIPLICATE—UTILITY LIAISON ENG.
   - QUADRUPLICATE—FILE COPY

PREPARED BY Ernest L. Scrivner

DATE July 16, 1964

APPROVED BY
RESIDENT ENGINEER

DATE July 16, 1964

STATE PRINTING 81290

Form Approved; Budget Bureau No. 41-R2989

MONTHLY TRANSACTION NO. 516(1) 6-26

PROJECT REPORT NO. 4

FO R-2
(RE 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

ATE Oregon

COUNTY Hood River

PROJECT NO. S-516(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Mt. Hood Hwy. Jc. N. 1.3 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-30-64	1.257
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 132,036.00

FEDERAL FUNDS $ 83,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

L R Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 27, 1964

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-516(1)

PARKDALE RANGER STATION-TUCKER BRIDGE SECTION
OF FAS 341 IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1964

Type Code 5231
Roadway (Sta. 64+50 to Sta. 130+89)(Contract 6423)

Clearing and Grubbing	All	Required (55%)		$ 8,250.00
Drainage Excavation, Unclassified	80	cu.yds.	$ 3.00	240.00
General Excavation, Unclassified	53,000	cu.yds.	0.45	23,850.00
Short Overhaul	120,800	yd.stas.	0.01	1,208.00
Long Overhaul	600	C-yd.stas.	0.40	240.00
Finishing Roadbed and Slopes	1.24	miles	800.00	992.00
12-inch Culvert Pipe	230	lin.ft.	3.00	690.00
18-inch Culvert Pipe	340	lin.ft.	4.00	1,360.00
18-inch Metal Culvert Pipe	310	lin.ft.	4.00	1,240.00
Metal Guard Rail	110	lin.ft.	3.00	330.00
Rail End Pieces	14	only	5.00	70.00
Loose Riprap	500	cu.yd.	2.00	1,000.00
Coarse Crushed Material in Base	18,400	tons	1.70	31,280.00
3/4" - 0 Material in Base	3,100	tons	1.75	5,425.00
Sprinkling	460	M-gals.	3.00	1,380.00
Preparation of Base	1.24	miles	400.00	496.00
3/4" - 0 Material in Binder Course	130	cu.yds.	4.00	520.00
Furnishing and Placing Aggregates	890	cu.yds.	4.50	4,005.00
MC-250 Asphalt	30	tons	50.00	1,500.00
120-150 Asphalt	67	tons	50.00	3,350.00
RS-1 Asphalt	19	tons	50.00	950.00
Extra for Oiling Approaches	13	only	50.00	650.00
				$89,026.00
Utilities				
Work by Middle Fork Irrigation District	All	Required		$ 1,080.19
Flagging (57½% of Contractor's Cost)	All	Required (50%)		$ 250.00
Signing	All	Required (50%)		50.00
				$ 300.00
	Subtotal			$90,406.19
	10% Engr. & Cont.			9,039.81
			Total	$99,446.00

Type Code X021
E. Fork Hood River Bridge (Sta. 128+56 to Sta. 129+44)(Contract 6423)

Shoring, Cribbing, Etc.	All Required		$ 6,400.00
Structural Excavation	160 cu.yds.	$ 11.00	1,760.00
Structural Excavation Below Elevation Shown	20 cu.yds.	15.00	300.00
Class "A" Concrete (183 cu.yds.)	All Required		14,000.00
Metal Reinforcement (50,000 lbs.)	All Required		5,800.00
Metal Parapet Railing	174 lin.ft.	7.00	1,218.00
8-inch Metal Drain Pipe	30 lin.ft.	5.00	150.00
	Subtotal		$29,628.00
	10% Engr. & Cont.		2,962.00
	Total		$32,590.00

Length of Roadway - - - - - - - - - - - - 1.240 Miles
Length of 1 Structure - - - - - - - - - - 0.017 Mile
Total Length - - - - - - - - - - - - - - 1.257 Miles
Cost of Roadway Per Mile - - - - - - - $80,198.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 99,446.00	$62,600.00	$18,423.00	$18,423.00
Structure	32,590.00	20,500.00	6,045.00	6,045.00
	$132,036.00	$83,100.00	$24,468.00	$24,468.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

PARKDALE RANGER STATION-TUCKER BRIDGE SECTION

PROJECT NO. S-516(1)

Estimated cost of work by Middle Fork Irrigation District

Material	$ 315.29
Labor	86.00
Crossing (12 CMP)(Sta. 105+25)	538.00
Contingencies, Etc.	140.90
	$1,080.19

FORM E-129X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 27 1964
ENGINEER
COUNTY & CITY DIVISION

May 27, 1964

NOTED
R. H. PRANGE

Mr. Richard L. Roberts
P. O. Box 1047
Carlin, Nevada

Parkdale Ranger Sta —
Tucker Br Sec

NOTED
R. M. ALLISON

NOTED
P. B. [illegible]

Re: R-36090 FAS-341 + 343
Cooper Spur Road-
Mt. Hood Highway Section
Hood River County Road

Dear Mr. Roberts:

This will acknowledge receipt of your letter of May 19, 1964, with further reference to your property in Hood River County, Oregon, a portion of which is needed for right of way purposes for the above subject project. Your letter was referred to the undersigned for reply in the absence of Mr. Lindas from the office.

Our County and City Relations Division has communicated with officials of Hood River County as to your statement that you have had no notice of condemnation proceedings having been instituted. The County officials expressed some surprise inasmuch as their records indicate a registered letter to that effect was sent to you and evidently delivered. In any event, I feel that your further letters should be addressed to Mr. George Fry, County Engineer, Hood River County, Hood River, Oregon, or to Mr. John F. Cushman, District Attorney for Hood River County. I am sure that if you will communicate with them that your problems can be resolved.

I am forwarding a copy of your last letter, together with a copy of this reply, to Mr. Fry so that he will be informed as to the situation.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
G. E. ROHDE
Assistant Counsel

GER:hg
CC - Mr. H. S. Cox
Mr. George Fry

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 5-516(1)6-28	FO PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6423	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5 27-64	COUNTY Hood River
		PROJECT NO. S-517(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.5 mi. E. Parkdale S.E. 1 mile
(Parkdale Ranger Sta. East)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-30-64	1.032
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 118,607.00	$ 74,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L R Backlund
By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 27, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-517(1)

PARKDALE RANGER STATION-TUCKER BRIDGE SECTION OF FAS 343 IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1964

Type Code 5231
Roadway (Sta. 10+00 to Sta. 64+50) (Contract No. 6423)

Clearing and Grubbing	All	Required (45%)		$ 6,750.00
Drainage Excavation, Unclassified	320	cu.yd.	$ 3.00	960.00
General Excavation, Unclassified	70,500	cu.yd.	0.45	31,725.00
Short Overhaul	37,700	yd.sta.	0.01	377.00
Long Overhaul	2,400	C-yd.sta.	0.40	960.00
Finishing Roadbed and Slopes	1.03	mile	800.00	824.00
12-inch Culvert Pipe	70	lin.ft.	3.00	210.00
18-inch Culvert Pipe	520	lin.ft.	4.00	2,080.00
42-inch Culvert Pipe	120	lin.ft.	20.00	2,400.00
Class "A" Concrete in Box Culvert	130	cu.yd.	69.00	8,970.00
Metal Reinforcement in Box Culverts	22,900	lb.	0.125	2,862.50
Metal Guard Rail	740	lin.ft.	3.00	2,220.00
Coarse Crushed Material in Base	15,400	ton	1.70	26,180.00
3/4" - 0 Material in Base	2,600	ton	1.75	4,550.00
Sprinkling	440	M-gal.	3.00	1,320.00
Preparation of Base	1.03	mile	400.00	412.00
3/4" - 0 Material in Binder Course	110	cu.yd.	4.00	440.00
Furnishing and Placing Aggregates	750	cu.yd.	4.50	3,375.00
MC-250 Asphalt	24	ton	50.00	1,200.00
120-150 Asphalt	57	ton	50.00	2,850.00
RS-1 Asphalt	16	ton	50.00	800.00
Extra for Oiling Approaches	12	only	50.00	600.00
				$102,065.50
Utilities				
Work by Middle Fork Irrig. Dist.	All	Required		$ 5,459.07
Flagging (57½% of Contractor's Cost)	All	Required (50%)		$ 250.00
Signing	All	Required (50%)		50.00
				$ 300.00
	Subtotal			$107,824.57
	10% Engr. & Cont.			10,782.43
			Total	$118,607.00

Length of Roadway - - - - - - - - -	1.032 Miles
Cost of Roadway Per Mile- - - - -	$114,929.26

Federal Funds -	$ 74,700.00
State Funds -	21,953.50
County Funds- -	21,953.50
	$118,607.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

PARKDALE RANGER STA.-TUCKER BRIDGE SECTION

PROJECT NO. S-517(1)

Estimated cost of work by Middle Fork Irrigation District.

Materials	$2,838.02
Labor	1,309.00
Crossing (12" CMP)(Sta. 41+85)	600.00
Contingencies, etc.	712.05
	$5,459.07

PARKDALE RANGER STA.-TUCKER BRIDGE SECTION

PROJECT NO. S-517(1)

Estimated cost of work by Middle Fork Irrigation District.

Materials	$2,838.02
Labor	1,309.00
Crossing (12" CMP)(Sta. 41+85)	600.00
Contingencies, etc.	712.05
	$5,459.07

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-14-64	CC 862		514-1056-097

INVOICE NUMBER **81639**

RECEIVED
MAY 14 1964
ENGINEER
COUNTY & CITY DIVISION

Hood River County
Courthouse
Hood River, Oregon

~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of advance deposit for Parkdale Ranger Station - Tucker Bridge Section, FAS Nos. 341 and 343, covered by Agreement dated April 2[illegible], 1964.		NOTED R. H. PRANCE	
Advance Deposit	NOTED		50,000.00
Partial transfer of advance deposit			35,000.00
To be retained			15,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

NOTED
H. S. CO

April 22, 1964

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

On April 21, a satisfactory bid was received from Vernie Jarl of Gresham for construction of the Parkdale Ranger Station-Tucker Bridge project on FAS Nos. 341 and 343. As per the agreement between the State and County, the following advance deposit is required from the County:

Bid Items	$220,719.50
Flagging	500.00
Signing	1,000.00
Adjust mail boxes	120.00
Engineering & Contingencies	27,792.44
Total Estimated Cost	$250,131.94

County Advance Deposit:
20% of $250,131.94 = $50,026.39 or say $50,000.00

Please make this advance in the amount of $50,000.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

cc: George Frey, County Engineer

RECEIVED
JUL 7 1964
FOR FILING

May 13, 1964

Vernie Jarl
700 West Fir Street
Gresham, Oregon

Dear Sir:

The State Highway Commission on April 23, 1964, accepted your proposal for grading, oiling and structure on the Parkdale Ranger Station-Tucker Bridge Section of FAS 341 and 343 in Hood River County for the sum of $220,719.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6423. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Oregon Portland Cement Co.
111 S. E. Madison
Portland 14, Oregon

fp

RECEIVED
MAY 4 - 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
April 29, 1964

FAS Construction Agreement
Parkdale Ranger Station
Tucker Bridge Section
FAS 341, S-516(1) and
FAS 343, S-517(1)
Hood River County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an agreement covering the above subject project.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Hood River County.

Secretary

rn
Attach: 1

RECEIVED
MAY 2 0 1964
FOR FILING

[illegible] No. 2710

Salem, Oregon
April 28, 1964

Agenda Item 4-i

3-Way Construction Agreement
State of Oregon; Hood River County:
Middle Fork Irrigation District
Parkdale Ranger Sta.-Tucker Bridge Sec.
FAS 341 and 343
Hood River County.

Mr. F.D. Morgan
Construction Engineer
Office

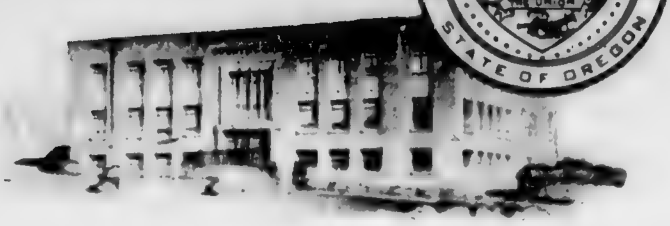
Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Attached is a conformed copy of an agreement with Hood River County and Middle Fork Irrigation District covering reconstruction of irrigation facilities owned by District which was disturbed by construction on the Parkdale Ranger Sta.-Tucker Bridge Section of FAS 341 and 343.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Hood River County and one to Middle Fork Irrigation District.

Secretary

rn
Attach: 1



HOOD RIVER COUNTY
OFFICE OF
GEORGE FREY
COUNTY ENGINEER
HOOD RIVER, OREGON

NOTED
P. B. Arensmeier

April 9, 1964

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Mr. Si Cox
County-City Relations Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

Enclosed is a letter to our County Court, signed by Mr. Paul Aubert, Manager of the Middle Fork Irrigation District, accepting the One Thousand Dollar ($1,000.00) offer made to assist in the replacing an abandoned ditch with a pressure line. This clarifies the situation and settles the long dispute.

Mr. Aubert called this morning and stated their contractor would put forth every effort to complete this and other crossings before the contract date.

We eould appreciate having a print of the location map and construction profile.

Very truly yours,

George Frey

George Frey,
County Engineer

Copies to Morgan & O'Neil
4-13-64

GF:mw

Encl.

RECEIVED
APR 13 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
APR 13 1964
ENGINEER
COUNTY & CITY DIVISION

MIDDLE FORK IRRIGATION DISTRICT

April 9, 1964

NOTED
DON HARWELL

The Honorable Hood River County Court
Hood River County Courthouse
Hood River, Oregon

Gentlemen:

I, Paul Aubert, Manager of the Middle Fork Irrigation District, do hereby acknowledge the receipt of your letter of April 8, 1964 granting the sum of One Thousand Dollars ($1,000.00) from [illegible] to the Middle Fork Irrigation District to be used for replacing or [illegible] discharge pressure line at the crossing on the new alignment and improvement of the [illegible] Road.

Very truly yours,

Paul R Aubert
Paul Aubert,
Manager
Middle Fork Irrigation District

RECEIVED
APR 10 1964
ENGINEER
COUNTY & CITY DIVISION

[illegible]

FAS [illegible] —343

F. B. A[illegible]

RECEIVED
APR 10 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

April 8, 1964

Middle Fork Irrigation District
Parkdale, Oregon

ATTENTION: Paul Aubert, Manager

Dear Mr. Aubert:

In response to your letter of April 8, 1964, Hood River County does agree to pay to Middle Fork Irrigation District the sum of $1,000.00 to acquire the necessary rights of way from Middle Fork Irrigation District for the extension of the Baseline Road and the abandoning by the irrigation district of the channel at station 112 on the Parkdale Ranger Station-Tucker Bridge Section FAS 341 and 343, providing that Middle Fork Irrigation District will relocate its lines to the proposed high pressure line crossing, and also provided that this payment completes Hood River County's obligations and share of matching money in relocating this line and the crossing of the road.

It is understood however, that the actual costs of crossing the road with the high pressure line will be an item of cost in the contract, but that your irrigation district will proceed with the actual crossing of the highway forthwith and shall relocate its lines to connect with said crossing prior to the contract letting date which is April 21, 1964. The pressure pipeline will cross at station 103 and will replace the irrigation channel at station 112.

Very truly yours,

HOOD RIVER COUNTY COURT

By: [illegible]

By: Earl A. Moore

By: [illegible]

Middle Fork Irrigation District
Upper Hood River Valley
Parkdale, Oregon

March 25, 1964

State of Oregon
Highway Department
405 State Highway Building
Salem, Oregon

Attention: Mr. Fred W. Sugnet

Dear Mr. Sugnet:

We are returning the corrected cost estimate sheets and sketch map for the relocation of the Middle Fork Irrigation District's pressure pipe line Parkdale Ranger Station-Tucker Bridge Section FAS 341 and 343.

Also enclosed are 4 copies of the agreement signed by the members of the County Court of Hood River and the Directors of the district.

In lieu of supporting costs, we would like to ask for 75% of A.G.C. costs for our backhoe.

We also have arranged to hire a D-2 cat from a local farmer for backfilling the ditch at a rate of $4.50 per hr. for the machine plus an additional $2.00 per hr. for the operator.

Should we encounter large rocks in the area it may necessitate the use of a compressor and jack hammer which if necessary we can rent from the local sand and gravel compay

Very truly yours,

MIDDLE FORK IRRIGATION DISTRICT.

Paul N Aubert
Paul N. Aubert, Manager

PNA:da

MIDDLE FORK IRRIGATION DISTRICT
UPPER HOOD RIVER VALLEY
PARKDALE, OREGON

Cost Estimate for Replacing Irrigation Line

(Hwy Stations 40/00 to 69/50

A. Line Destroyed by Highway relocation

1. 5 inch Asbestos-Cement Irrigation Pipe	1700 feet
2. 8 inch Wood Stave Irrigation Pipe	300 feet
3. 8 inch Asbestos-Cement Irrigation Pipe	750 feet
TOTAL length affected by Highway	2750 feet

B. Cost of New Replacement Line

1. Materials

a. 700 feet, 4 inch, Class 100, Asbestos-Cement @ $0.88/ft.	616.00
b. 1900 feet, 6 inch, Type 15, Asbestos-Cement @ $1.15/ft.	2185.00
c. 150 feet, 8 inch, Type 15, Asbestos-Cement @ $1.71	256.50
d. One 4 inch Tee	19.80
e. Two 6 inch double strap saddle @ $11.56 ea.	23.12
f. One 8 inch double strap saddle	15.29
g. Reducer	
1. 8 inch to 6 inch	20.50
2. 6 inch to 4 inch	17.10
TOTAL MATERIALS	$3153.31

Note: Pipe prices include couplings

C. Labor

1. Pipe Installation - @ $.50/ft	$1375.00
2. 20 risers @ $1.00 ea.	20.00
TOTAL LABOR	$1395.00
TOTAL MATERIALS AND LABOR	$4548.31

	brought forward
Materials and Labor Total (continued)	$4548.31
1 Highway Crossing @ sta 41+85, 130 feet, 12" CMP (Pressure conduit included above)	600.00
1 Highway Crossing @ sta 105+25, 100 feet 12" CMP	400.00
100 feet, 4 inch class 100 asbestos cement: @ 0.88/ft. (materials cost) and	88.00
$0.50/ft. (installation)	50.00
+ 10% Engineering	568.63
+ 10% Supervision & Overhead	568.63
+ 15% Contingencies	852.95
TOTAL	$7676.52

RECEIVED
APR 21 1964

FOR FILING

April 21, 1964

Oregon State Highway Commission

Gentlemen:

A three-way agreement between the State of Oregon, Hood River County, and Middle Fork Irrigation District will be presented for your consideration at the April 23 Commission meeting.

The agreement provides for reconstruction of Irrigation District facilities which will be made necessary by construction on Federal-aid Secondary Highways 341 and 343, part of the Hood River County road system east and south from Parkdale.

The Irrigation District agrees to provide material and do necessary work to relocate, reconstruct, or extend its irrigation facilities as required by highway construction.

The State and County agree to reimburse the District for the cost of relocation, reconstruction, or extension of the District's system.

The total cost of work covered by the agreement is estimated to be $7,677. Federal-aid secondary funds will be available to provide payment for approximately $4,607; State and County participation will be about $1,535 each.

Your approval of the agreement and your authorization for the Secretary to sign the agreement in your behalf are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
H. S. Cox
C. H. Maison

LPS:ajw bbc

NOTED
Harold C. Ayers

Revised 3-18-64

Date: July 17, 1963

MEMO TO J. W. NASH
FAS 341 &
FAS 343, HOOD RIVER COUNTY COOPER SPUR ROAD-MT. HOOD HIGHWAY

TERMINI: From a point 0.3 mile east of Parkdale southeasterly to a connection with the Mt. Hood Highway 2.6 miles southeast of Parkdale.

NOTED
H. S. COX

PROPOSED WORK: Grade, surface, and oil, and a R.C.D.G. Bridge.

NOTED
R. H. PRANGE

NOTED
DON H[illegible]LL

PROJECT LENGTH: 2.29 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$220,000	$132,000	$44,000	$44,000	(County)

EXISTING FACILITIES: Narrow, lightly graveled roads ranging from 14' gravel with 24' roadway to 8' gravel and 12' roadway. Grades and alignment are also substandard. The log bridge at the crossing of the East Fork of the Hood River near the east end of the project is undermined and closed to traffic.

ADJACENT SECTIONS:
[redacted]/EAST END: FAS 115.

[redacted]/WEST END: 20' bituminous surface, 28' roadway.

PROJECT DATA: Grade, surface, and place an 0-11 oil wearing surface 22' wide with 4' shoulders. Maximum curvature is 8° and maximum grade 6.2%. The project is located in mountainous country. A reinforced concrete bridge 80' in length and 26' wide will be constructed over the Hood River.

RIGHT OF WAY: Minimum 65'.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: This project follows FAS 343 for 0.8 mile easterly to a junction with FAS 341 and then follows FAS 341 for 1.5 miles.

R[redacted]

ROUTE DATA: Serves orchard lands and small farms, probable minor log hauling in the future. Connects community of Parkdale to the Mt. Hood Highway.

NOTED
V. R. JOH[illegible]

VRJ:mm

Hood River

NOTED
H. S. COX

NOTED
R. M. ALLISON

April 14, 1964

NOTED
DON HARWELL

Mr. John F. Cushman
District Attorney of Hood River County
3rd and Cascade
Hood River, Oregon

NOTED
P. E. [illegible]

FAS 341 and 343
Parkdale Ranger Station-Tucker Bridge Section
Hood River County

Dear Sir:

Enclosed are the options for the Robert L. and Lela Mae Brunquist parcel and the Edward and Berta Goetz parcel.

These descriptions are for your use in filing condemnation on these properties.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. Glenn A. Starkey

Date: ~~July 17, 1963~~

MEMO TO J. W. NASH
FAP [illegible]
FAS [illegible], HOOD RIVER COUNTY [illegible]

TERMINI: From a point 0.3 mile east of Parkdale, southeasterly to a connection with the Mt. Hood Highway 2.3 miles southeast of Parkdale.

PROPOSED WORK: Grade, surface, and oil, and a R.C.D.G. bridge. ([illegible])
#29,500

PROJECT LENGTH: 2.29 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	~~$220,000~~ 230,000	~~[illegible]~~ 138,000	~~[illegible]~~ 46,000	~~[illegible]~~ 46,000	(County)

EXISTING FACILITIES: Narrow, highly gravelled road ranging from 14' gravel with 24' roadway to 8' gravel and 12' roadway. Grades and alignment are also substandard. The log bridge at the crossing of the East Fork of the Hood River near the east end of the project is undermined and closed to traffic.

ADJACENT SECTIONS:
~~NORTH~~/EAST END: FAS 115.

~~SOUTH~~/WEST END: 20' bituminous surface, 28' roadway.

PROJECT DATA: Grade, surface, and place an O-11 oil wearing surface 22' wide with 4' shoulders. Maximum curvature is [illegible] and maximum grade [illegible]. The project is located in mountainous country. A reinforced concrete bridge [illegible]' in length and 26' wide will be constructed over the Hood River.
56

Total Cost of [illegible] incl. [illegible]

Federal	State	County
FAS 341 - 343	341 - 343	341 - 343
100,300 - 37,700 inc. structure % 60 in [illegible]	33,400 - 12,600 % 20	33,400 - 12,600 % 20
138,000	46,000	46,000

RIGHT OF WAY: Minimum 65'.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: This project follows FAS 343 for 0.8 mile easterly to a junction with FAS 341 and then follows FAS 341 for 1.5 miles.

~~ROUTE DATA:~~

ROUTE DATA: Serves orchard lands and small farms, probable minor log hauling in the future. Connects community of Parkdale to the Mt. Hood Highway.

VRJ:mm

County City

Parkdale Power Station —
Tucker Br. Section
FAS 341 and 34[illegible]

March 64
Dist

JUNE
3-11-64

	Quantity	Price	Amount
Clearing and Grubbing	All Specified		7500.00
Drainage Excavation, Unclassified	400 Cu yds	3.00	1200.00
General Excavation, Unclassified	123,500 " "	0.[illegible]	51,870.00
Short Overhaul	158,500 yd Sta	[illegible]	3,170.00
Long Overhaul	3000 c-yd Sta	0.[illegible]	1,500.00
Finishing Roadbed & Slopes	2.27 Miles	[illegible]	[illegible],270.00
12-inch Culvert Pipe	300 Lin ft	3.[illegible]	1125.00
18-inch " "	~~300~~ 860 " "	[illegible]	4,300.00
42-inch " "	120 " "	[illegible]	2,220.00
18-inch Metal Pipe	~~275~~ 310 " "	5.00	1,550.00
Class "A" Concrete in Box Culvert	130 Cu yds	75.00	9,750.00
Metal Reinforcement " " "	22,900 lbs	[illegible]	3,435.00
Metal Guard Rail	850 Lin ft	3.00	2,550.00
Rail End Pieces	14 each	5.00	70.00
Loose Riprap	500 Cu yds	3.00	1500.00
Course Crushed Material in Base	33,000 T[illegible]	1.[illegible]	47,[illegible]
3/4"-0 Material in Base	5,710 "	[illegible]	[illegible]
Sprinkling	900 M-Gal	[illegible]	[illegible]00.00
Preparation Base	2.27 Miles	[illegible]	90[illegible]
3/4"-0 Material in Binder Course	[illegible] Cu yd	3.[illegible]	[illegible]
Furnishing and Placing Aggregates	1640 " "	3.75	6150.00
MC-250 Liquid	[illegible] Ton	[illegible]	1980.00
120-150 "	124 "	[illegible]	[illegible]
RC[illegible] "	35 "	[illegible]	[illegible]
Clearing, Grubbing, etc.	All Req'd	—	[illegible]
Structural Excavation	160 Cu yds	6.00	960.00
Structural Excavation Below Elevation Shown	20 " "	10.00	[illegible]
Class "A" Concrete	All Req'd	—	[illegible]
Metal Reinforcement	" "	—	[illegible]
Metal Parapet Railing	174 lin ft	6.[illegible]	11[illegible]
3-inch Metal Drain Pipe	30 " "	4.00	[illegible]
Extra for [illegible]	25 each	35.00	875.00
			$20[illegible]
Anticipated Items: Flagging	All		500.00
Temporary Signing			100.00
Permanent Signing			[illegible]
[illegible]	8[illegible]	15.[illegible]	[illegible]
			[illegible]
12½% [illegible] Costs			25,[illegible]
Total			$227,676.[illegible]

Bridge No. 9231
26' x 88

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

RECEIVED
MAR 17 1964
ENGINEER
COUNTY & CITY DIVISION

FAS #41/343

HOOD RIVER COUNTY
OFFICE OF
GEORGE FREY
COUNTY ENGINEER
HOOD RIVER, OREGON

March 11, 1964

RECEIVED
MAR 12 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. [illegible]

NOTED
S. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

Mr. Si Cox
City-County Relations Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

Enclosed is the signed real estate option of Clifford B. and Helen Jane Koenig for right of way on Baseline Road.

The original is on file in the County Clerk's Office for recording.

Very truly yours,

George Frey

George Frey,
County Engineer

GF:mw

RW File #36090-B

RECEIVED
MAR 9 - 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

March 3, 1964

Mr. Kenneth M. Abraham
Parker & Abraham
Attorneys at Law
205 Third Street
Hood River, Oregon

RE: Middle Fork Irrigation District
Parkdale Ranger Station-Tucker Br. Section
FAS 341 and 343
Hood River County

Dear Sir:

I have received your letter of January 30, 1964 with which you submitted an estimate and sketch for the proposed construction of a pressure irrigation pipeline. This is intended to replace the existing gravity system now in use and crossing the centerline of our proposed construction near Station 112+35.

This plan and estimate have been presented to the Bureau of Public Roads for their review. It has been determined that Federal funds may be used to construct the portion of the new line which will fall within the right of way of the relocated highway at the crossing proposed near Station 103+00. The reconstruction of the existing pipeline which conflicts with the proposed construction between Stations 42 and 97 is also reimbursable. The District will be reimbursed for the actual cost of performing this work.

In order that this be programmed with the Bureau of Public Roads, it will be necessary for the District to submit an estimate and sketch for this relocation in conformance with Section 7 of PPM 30-4, a copy of which is hereto attached.

You will also find attached two copies of the draft of a proposed agreement between the County, District and State. Please review this with the parties involved, and return it with your suggested revisions if any. Bids for this project are scheduled to be opened on April 21, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Attach.
cc Hon. Harris A. Higgins
County Judge
Hood River, Oregon

Mr. Paul N. Aubert
Middle Fork Irrigation District
Parkdale, Oregon

TWL:fp

cc L.P. Shaw L. H. Young H.S. Cox J.N. Hershberger Frank Hall Dean Swift F.W. Sugnet

PARKER & ABRAHAM
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON

VAWTER PARKER
KENNETH M. ABRAHAM

PHONE EV. 6-1411

3065

Jan. 30, 1964

CONSTRUCTION DIVISION
RECEIVED
JAN 31 1964
☐ ☐ ☐ ☐ ☐

T. W. Litchfield
Oregon State Highway Commission
Salem, Oregon 97310

Re: New Baseline Highway through
Parkdale to Mt. Hood Loop
Highway 35

Dear Mr. Litchfield:

There is enclosed herewith a map prepared by the Soil Conservation Service on behalf of Middle Fork Irrigation District, together with an estimate of the proposed cost of the new line and crossing to replace the open irrigation ditch which goes through your new proposed road. The new proposed pressure line is indicated on the map as the "gray line" and the open irrigation ditch that it will replace is identified on the map as the "approximate location of open irrigation ditch". This project will require on the part of the Middle Fork Irrigation District the expenditure of $7,586.79.

It presents distinct advantages to the County of Hood River, Oregon State Highway Commission, and the Middle Fork Irrigation District, among which are the following:

1. It will eliminate an open irrigation ditch in the area and thus reduce to that extent any hazard of flooding water.

2. It will eliminate the construction problem that an open irrigation ditch will cause in the construction of the highway, including any possible damage to orchardists by reason of accidental closure of the ditch during the height of the irrigation season.

3. It will reduce cost of construction of the highway.

4. It will eliminate the necessity of syphon or overhead crossing of the new highway and the expense thereof estimated by Mr. Starkey of the Oregon State Highway Commission at approximately $2,000.00.

I would have to admit that to some extent this is a betterment insofar as the Middle Fork Irrigation District is concerned but it is also a substantial betterment to the proposed road in that it eliminates all of the problems that open irrigation ditches always pose, such as flooding, slides, etc., and we feel that the betterment that will result will be because of the $5500.00 that Middle Fork will invest in this project more than from the $2000.00 that the government would invest if they allow us to use the $2000.00 estimated cost of carrying the irrigation water from the open ditch over or under the new proposed highway in the construction of the new pressure irrigation line.

Sincerely yours,

Kenneth M. Abraham

KMA/lm

cc: Paul Aubert
Parkdale, Oregon

Sheldon Laurance
Parkdale, Oregon

Chas. D. Bronson
Parkdale, Oregon

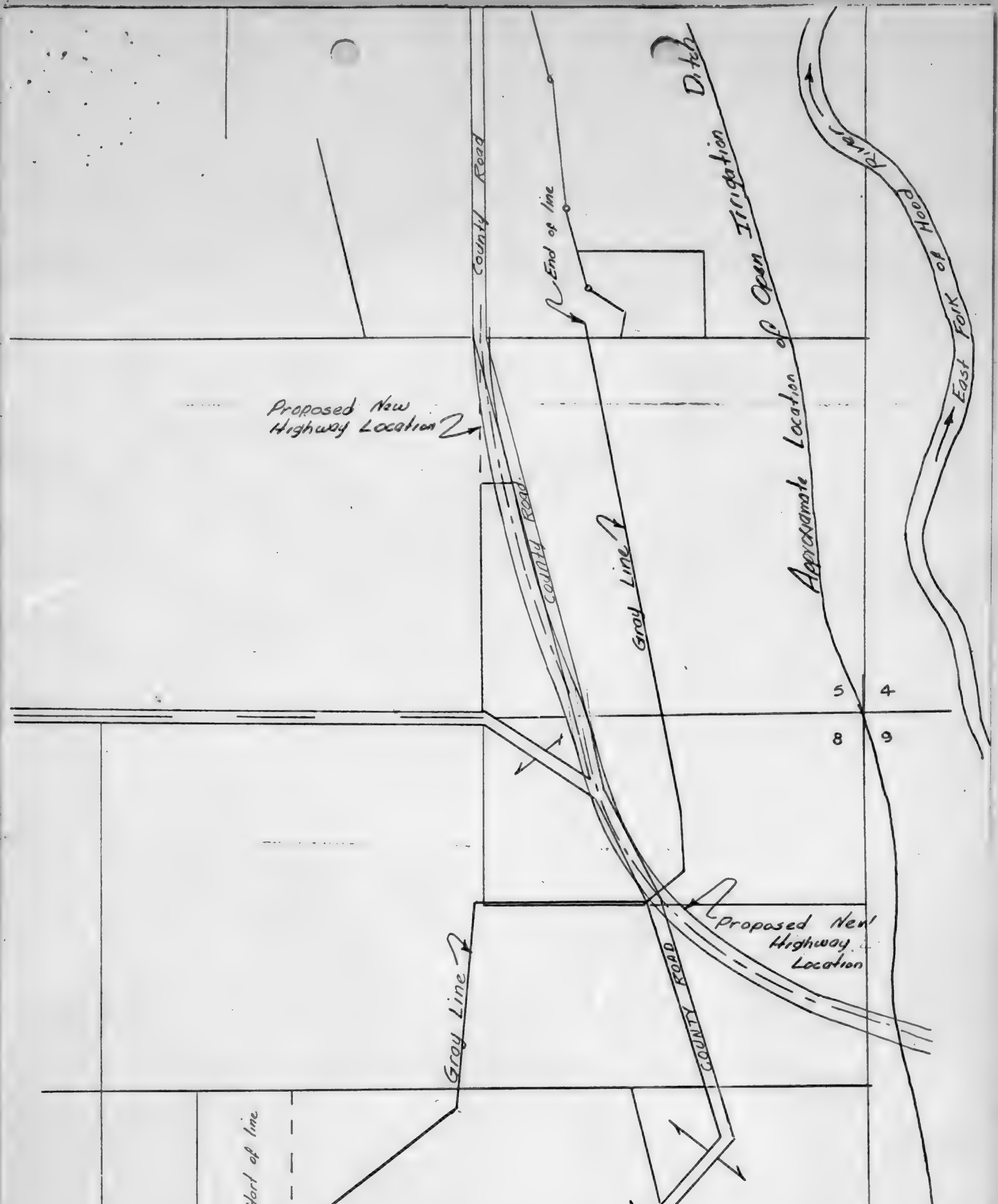
GRAY LINE

1. Materials

a. 1000 feet, 6 inch Class 100-A/C	
@ $1.35 per foot	$1350.00
b. 1200 feet, 4 inch Class 100-A/C	
@ $ .88 per foot	1056.00
c. 2000 feet, 3 inch Class 150-A/C	
@ $ .82 per foot	1640.00
d. 3, 6-inch double strap saddle	
@ $11.56 each	34.68
e. 3, 3-inch tees	
@ $15.70 each	37.10
f. Reducer	
6 inch to 4 inch	17.10
4 inch to 3 inch	14.50
TOTAL MATERIALS	$4149.38

2. Labor

a. Pipe installation	
@ $ .50 per foot	$2100.00
TOTAL MATERIALS & LABOR	$6249.38
+ 15% contingencies	937.41
	$7186.79
1 Hwy crossing @ sta. 105+25 (Hwy)	
100 feet 12" CMP	$ 400.00
	$7586.79


County Road
End of line
Approximate Location of Open Irrigation Ditch
East Fork of Hood River
Proposed New Highway Location
County Road
Gray Line
5
4
8
9
Proposed New Highway Location
Gray Line
COUNTY ROAD
Start of line
Tucker Rd.

Draft JNH:jr
12-13-63

AGREEMENT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as "State", HOOD RIVER COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter referred to as "County", and the MIDDLE FORK IRRIGATION DISTRICT, acting by and through its Board of Directors, hereinafter referred to as "District";

WITNESSETH:

RECITALS:

WHEREAS, in the reconstruction of the Parkdale Ranger Station-Tucker Bridge Section of FAS 341 and 343, a Hood River County road, it will be necessary for County to cross certain irrigation facilities of District and to reconstruct and relocate some of said facilities; and

WHEREAS, it is necessary that District consent to the crossing, reconstruction, relocation and extension of said facilities and that District agree to reconstruct and relocate and extend some of said irrigation facilities; and

WHEREAS, District on ________________________________, authorized its Secretary to enter into an agreement with State and County to accomplish said highway reconstruction across District's facilities.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall program the work with the Bureau of Public Roads; submit an estimate and sketch map, PREPARED BY THE DISTRICT, to said Bureau for approval.

2. State shall notify District when said estimate and sketch map have been approved.

3. State shall reimburse district for 50% of the actual construction cost ~~aft~~ after the participation amount of the Bureau of Public Roads has been deducted from the total actual construction cost.

THINGS TO BE DONE BY COUNTY:

1. County shall perform all structural maintenance of the conduits lying within the highway right of way.

2. County shall reimburse District for 50% of the actual construction cost after deducting the participation amount of the Bureau of Public Roads from the total actual construction cost.

THINGS TO BE DONE BY DISTRICT:

1. District shall prepare an estimate and sketch map for the adjustment or relocation of its facilities in accordance with the provisions of Bureau of Public Roads' PPM 30-4.

2. District shall make the necessary adjustmants of its high pressure line between Station 42 and Station 96+50.

3. District shall furnish and install a twelve (12) inch conduit at Station 44+00.

4. District shall furnish and install an eight (8) inch conduit at Station 103.

5. District shall install its high pressure system through the above-mentioned conduits.

7. ~~6.~~ District shall make available its books for audit by either or both State and Bureau of Public Roads.

6. ~~7.~~ District shall submit a detailed billing to State for payment.

8. District shall perform all operational maintenance upon its facilities regardless of location and shall perform all structural maintenance upon its facilities lying outside said county highway right of way lines.

GENERAL PROVISIONS:

1. It is understood that District shall perform all work and furnish all materials necessary to accomplish the construction herein contemplated.

2. County and State shall, in equal shares, reimburse District for that portion of District's actual construction costs which remains after deduction of the amount of Bureau of Public Roads' participation.

3. It is recognized by all parties that this project is undertaken as a Federal Aid Secondary, County (FAS(C) project and is limited to the requirements of the Bureau of Public Roads for such projects.

4. Although it is understood that no new easements shall be required, if any such need should arise, District agrees to furnish the same without charge to County.

Draft - Page 4
JNH:jr
12-13-63

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Oregon State Highway Commission on________________________, 19__, at which time the Secretary for the commission was authorized and directed to sign said agreement for and on behalf of the commission. Said authority is set forth in Volume__________, Page_____________, Minute Book of the Oregon State Highway Commission

____
Floyd Query, Secretary

APPROVED:

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

____
Staff Attorney

HOOD RIVER COUNTY, ~~a political subdivision of the State of Oregon~~ by
and through its County Court

By__________________________
County Judge

By__________________________
County Commissioner

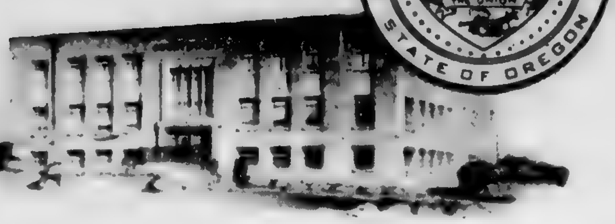
By__________________________
County Commissioner

MIDDLE FORK IRRIGATION DISTRICT, by
and through its Board of Directors

By__________________________
Director

By__________________________
Director

By__________________________
Director



HOOD RIVER COUNTY
OFFICE OF
GEORGE FREY
COUNTY ENGINEER
HOOD RIVER, OREGON

February 28, 1964

FAS 341 + 343 NOTED
R. M. AL

NOTED
P. B. Are[illegible]

NOTED
R. H. PRANGE

Mr. H. S. Cox
County and City Divisions Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

* Enclosed are the signed real estate options for the right of way on the Baseline Road.

The following property owners have not signed the options and the County Court will instigate condemnation proceedings to obtain the right of way:

F Richard L. Roberts, et ux
G Robert L. Brunquist, et ux
H James A. Eckes, et ux
N Edward Goetz, et ux
~~Ellen B. Abbott~~

B The option for Clifford B. Koenig, et ux was signed erroneously and there has been a misunderstanding on the amount. We may not need to condemn this property.

The option of Samuel J. Hutson has to be approved by the Department of Veterans Affairs, Clifton G. Snow, et ux option has to be approved by the U. S. National Bank, so they are not enclosed.

R/W Files → *36090-A, C, D, E, I, J, K, L, M, + O,

Very truly yours,

George Frey

George Frey,
County Engineer

GF:mw

NOTED
V. R. JONES

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ________________

Highway No. FAS Routes 341 and 343

Project Name Cooper Spur Road-Mt. Hood Section

NOTED
DON HARWELL

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

~~*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.~~

Dated at Hood River, Oregon, this 26 day of Feb, 1964

Hood River County Court

Judge

Earl A. Moore
Commissioner

C. D. Wirrick.
Commissioner

To Walt Wright
3-4-64 V.J.

*NOTE: Certify either paragraph 2 or 3.

NOTED
V R

NOTED
V. R. JONES

February 24, 1964

Hood River County Court
Courthouse
Hood River, Oregon

Revised Option Forms
Cooper Spur Road-Mt. Hood Hwy. Section
FAS 341 and 343

Gentlemen:

Enclosed you will find two revised option forms in duplicate covering right-of-way to be acquired in connection with the Cooper Spur Road-Mt. Hood Highway Section of FAS Routes 341 and 343.

We also are enclosing two prints of a portion of Map No. 8B-28-26 covering this area.

File No. 36090-H, James A. and Grace Eckes	0.4 acres
File No. 36090-O, Ellen B. Abbott	0.06 acres

Very truly yours,

H. S. Cox
County and City Division Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. George Frey, County Engineer

File 36090-O Ellen B Abbott
" 36090-N James A & Grace Eckes

FAS 341 + 343

RECEIVED
FEB 25 1964
ENGINEER
COUNTY & CITY DIVISION

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1964

SUBJECT: OPTIONS
Cooper Spur Road-Mt. Hood Sec.
Columbia River County Road
Hood River

To: Mr. H. S. Cox
County & City Engineer
Highway Building

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

This is to confirm that on this date we handed Mr. Jones one revised and one original option form in quadruplet covering right of way to be acquired in connection with Cooper Spur Road-Mt. Hood Highway Section of the Hood River County Road in Hood River County.

The small parcel covered by file 36090-O was overlooked when the descriptions were originally written. Only the area has been changed on file 36090-H.

Also handed Mr. Jones were four prints of map No. 8B-28-26 covering this area and bearing our date of February 21, 1964.

File No.	Name	Area
36090-O	Ellen B. Abbott	0.06 Acre
36090-H	James A. Eckes, et ux	0.4 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm

cc: Dean Swift

Harold Brainerd

Sent to County
2-24-64 V.J.

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALLISON

February 4, 1964

Hood River County Court
Courthouse
Hood River, Oregon

Re: Parkdale Ranger Station-
Tucker Bridge Section
FAS 341 and 343
Hood River County

Gentlemen:

The high pressure line belonging to the Middle Fork Irrigation District is in the construction area of the above named project between approximate stations 43+00 to 70+00. It is proposed to move this line to a new location and to use FAS funds to recompense the district for the cost of the work. However, if the Parkdale Ranger Station-Tucker Bridge Project should be postponed or cancelled due to inability to secure the right of way, it would not be possible to secure FAS funds for moving the pipe line. It would be well for the County to request the irrigation district not to do any of this work until the right of way for the project has been acquired.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

cc: George Frey
Ted Litchfield
Middle Fork Irrigation District
H. H. Sharrah

NOTED
V. R. JONES

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALLISON

MEMO TO FILES: Parkdale Ranger Station-Tucker Bridge Section
2/3/64 FAS Routes 341 and 343, Hood River County

The above project was requested by Hood River County and approved by the Highway Commission on April 25, 1963. The location survey data was reviewed in this office on July 17, 1963, and forwarded to the Construction Division. It was determined that construction on this project would dislocate certain installations belonging to the Middle Fork Irrigation District, the major conflict being with a high pressure pipeline between Stations 43+00 and 70+00 on the westerly side of the new alignment. The other dislocation is an open ditch crossing near Station 113+50. On November 13, 1963, a meeting was held at the courthouse in Hood River attended by Robert Prange of this office, Glenn A. Starkey, Locating Engineer, Fred Sugnet, Field Utility Liaison Engineer, George Frey, Hood River County Engineer, Judge Higgins, County Judge of Hood River County, and representatives of the Middle Fork Irrigation District and the Soils Conservation Service. The adjustment of the Irrigation District's facilities and methods of reimbursement were discussed. In effect, the District was informed at this meeting that they should provide a sketch map of the proposed new location of the pipeline and an estimate of the cost so that the work could be programmed with the Bureau of Public Roads in order that project funds could be used. The District proposed to move the line with their own forces and they were instructed that they would have to submit the cost data covering the work before reimbursement could be made.

At this meeting the elimination of a proposed siphon crossing, which was to replace the open ditch, was discussed. The District suggested that they would eliminate this ditch entirely if the County would give the District the estimated cost of the siphon as they planned to make a high pressure line crossing of FAS 343 at a different location.

On December 17, 1963, a meeting was held at the courthouse in Hood River attended by Fred Sugnet, Verne R. Jones, and Maurice Payne from the Highway Department, County Engineer George Frey, and two representatives from the Middle Fork Irrigation District. The District's representatives stated that the District proposed to replace the siphon crossing with a high pressure pipe at a new location and they requested that the estimated cost of the siphon be paid to the District for their work. Mr. Sugnett and Mr. Jones took the position that only the cost of the pipe crossing including trench, conduit, and placing the pipe within the limits of the right of way would be eligible for reimbursement based on submission of cost data.

On January 17, 1964, George Frey called this office and requested that another meeting be held on January 22 as the Middle Fork Irrigation District was threatening an injunction against construction of the project unless they were paid the difference between the estimated cost of the siphon and the pressure pipe crossing. On January 27, a meeting was held attended by Ted Litchfield, Fred Sugnet, J. N. Hershberger from the Legal Division, and Verne R. Jones, from the Highway Department; Judge Higgins, Commissioner James Wirrick, and George Frey represented the County. Kenneth M. Abraham, attorney for the Irrigation District, and representatives from the District were also present. The question of payment of the cost differential between the estimated cost of the siphon and the pressure line crossing was again discussed. Hershberger, Sugnet, and Jones took the position that payment could only be made on actual work performed within the right of way and that the proposed "betterment" to the irrigation line could not be reimbursed, quoting PPM 30-4, paragraph relating to "Betterments." However, Mr. Litchfield said he would investigate the matter further and requested that he be provided with an estimate and sketch covering the moving of the line to the new site.

On January 30, a letter signed by Kenneth M. Abraham and addressed to Mr. Ted Litchfield gave an estimate of the cost of the pressure line system, which will replace the open ditch, and a sketch of the new site. Their request for the sum of $2,000 was also repeated in this letter.

On January 31, Mr. H. S. Cox of this office called Mr. Ted Dec of the Bureau of Public Roads and stated that he did not approve of the payment of the $2,000 to the Middle Fork Irrigation District.

H. S. Cox
County and City Engineer

VRJ:mm

NOTED
P. B. Arensmeier

December 16, 1963

NOTED
H. S. COX

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

NOTED
V. R JONES

Gentlemen:

Enclosed are two revised options forms in triplicate covering right-of-way to be acquired in connection with the Cooper Spur Road-Mt. Hood Highway Section of FAS Routes 341 and 343.

We are also enclosing two prints of Map #8B-28-26 covering this area and bearing our date of December 11, 1963.

File No.	Name	Area
36090-C	Sheldon E. Laurance, et ux	2.72 acres
36090-F	Richard L. Roberts, et ux	2.97 acres

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

FORM E-30 80M 3-63 48807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1963

SUBJECT: OPTIONS
Cooper Spur Road-Mt. Hood Highway
County Road
Hood River County

To: Mr. H. S. Cox
County & City Engineer
Highway Building

RECEIVED
DEC 12 1963
ENGINEER
COUNTY & CITY DIVISION

Attached you will find two revised option forms in quadruplet covering right of way to be acquired in connection with Cooper Spur Road-Mt. Hood Highway Section of the County Road in Hood River County, Oregon.

We are attaching three prints of map No. 8B-28-26 covering this area and bearing our date of December 11, 1963.

File No.	Name	Area
36090-C	Sheldon E. Laurance, et ux	2.72 Acres
36090-F	Richard L. Roberts, et ux	2.97 "

Earl F S

EARL F. SALING
Right of Way Office Manager

AC:jm
encs. 2 Options-3 Prints

cc: Dean Swift-1 Print
Harold Brainerd

To County
12-17-63

NOTED
V. R. JONES

NOTED
H. S. COX

November 14, 1963

NOTED
R. H. PRANGE

Hood River County Court
Courthouse
Hood River, Oregon

Middle Fork Irrigation District Pipe Line
FAS Routes 341 and 343
Hood River County

NOTED
DON HARWELL

Gentlemen:

In regard to financing the reestablishment of the irrigation pipe line between Stations 43+50 to 69+80, we will require an estimate of cost to be used for programming purposes. If it is decided not to salvage the existing transite pipe, a statement of reasons for abandonment of the pipe will be required.

I have been informed by Mr. J. W. Nash, our Federal Aid Engineer, that we will not be able to pay the estimated cost of the elimination of the siphon pipe installation near Station 112 but you may provide us with an estimate of a pressure pipe crossing which would replace the siphon. As the present crossing is in the area of a planned 20-foot thoro cut, it might be possible to use a flume or overhead pipe crossing. We would like the information regarding type and location of this crossing as soon as possible.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
P. B. [illegible]

V. R. Jones
Planning Engineer

VRJ:mm

cc Fred Sugnett

NOTED
R. M. ALLISON

NOTED
V. R. JONES

FORM E-90 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
F. B. A [illegible]

Salem, Oregon
November 13, 1963

SUBJECT: Cooper Spur Road-Mt. Hood Highway Section
FAS 341 and 343
Hood River County

To:
Mr. H. S. Cox
County and City Engineer
Department

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

[illegible]

A meeting was held in the office of the County Court, Hood River County, Hood River, Oregon, on November 12, 1963. Attending were the following: R. H. Prange, County and City Division, Glenn A. Starkey, Locating Engineer, and F. W. Sugnet, Field Utility Liaison Engineer, of the Oregon State Highway Department; George Frey, County Engineer, and Harris B. Higgins, County Judge, of Hood River County; Charles D. Bronson, Paul N. Aubert and Sheldon E. Laurance of the Middle Fork Irrigation District; and James Crane, Robert A. Fronk, Jr., W. J. Urguhart and Donald W. Haslem of the Soils Conservation Service.

The adjustment of the Irrigation District's facilities in conflict with the proposed construction and the method of reimbursement to the District for the work was discussed. The District was informed that the cost of the adjustment of the facilities located on private property would be borne by the County and State. The cost of relocating the facilities located on the county road right of way would be the District's obligation. They were also informed the reimbursement would be made for materials in kind and any betterment would be at the District's expense.

It was agreed that the District would prepare an estimate of cost and a sketch map which would show the proposed new location of the irrigation pipe line. This would be submitted to the County for approval by the County and State.

Also discussed was the elimination of a siphon necessary to the service of an irrigation ditch near Station 113+50. The District suggested that they would eliminate this ditch entirely if the County would give the District the estimated cost of the siphon and they would use this money to apply on a new pipe line to serve this area. If this could be done, the pipe line would be preferable to the open ditch and a siphon under the highway.

Also mention was made of the installation to be constructed by the Soils Conservation Service at Adams Creek during the construction of this project.

F. W. Sugnet
F. W. Sugnet
Field Utility Liaison Engineer

NOTED
V. R [illegible]

FWS:AM
cc Mr. Dean Swift

Copies to Hall & O'Neil
V.J.

FAS 341
Hood R. Co

NOTED
R. H. PRANGE

September 30, 1963

Mr. Donald W. Haslem
State Design Engineer
United States Soil Conservation Service
209 S.W. Fifth Avenue
Portland, Oregon

NOTED
DON HARWELL

Dear Mr. Haslem:

I have taken up the matter of the Evans Creek dam being installed adjacent to the fill across Evans Creek on FAS 341, Cooper Spur Road-Mt. Hood Highway Section, with Mr. Barbee, our Assistant Construction Engineer, and he has expressed the opinion that the department would have no objection to this, the reason being that this road is a county road and under county jurisdiction and maintenance.

The department would, however, expect a copy of the agreement or understanding between the County and the Conservation Service setting forth the responsibility to any damage to the roadway that is attributable to your installation.

As you may know, on all FAS-C projects the county must sign a maintenance agreement. The projects are then inspected by the Bureau of Public Roads each year and if an adverse report is filed, the county's FAS allotment is subject to withdrawal and no further allotments are made until the deficiency has been corrected.

From the foregoing you can readily see that the Hood River County Court is the only agency that can be dealt with regarding the proposed dam installation.

Our plans are rapidly taking shape and I would therefore suggest that Mr. Robert A. Fronk contact Mr. Frank Hall, our Chief Design Engineer, and go over this project in detail at Mr. Fronk's earliest convenience.

I am sure you will find the Highway Department willing to cooperate in every way possible.

NOTED

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
R. M. ALLISON

H. S. Cox
County and City Engineer

HSC:mm
cc: Hon. Harris Higgins

FAS 341
Hood R. Co

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
209 S. W. Fifth Avenue
Portland, Oregon - 97204

NOTED
H. S. COX

NOTED
DON HARWELL

September 19, 1963

NOTED
R. H. PRANGE

RECEIVED
SEP 20 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Department
Salem, Oregon

Dear Cy:

Pursuant to our telephone conversation today in regard to the Parkdale to Oregon 35 route, I am sending you a copy of a sketch or our proposal for incorporating the proposed Evans Creek highway fill with the Middle Fork of Hood River Watershed Project regulating reservoir, which is also planned for this location. As we discussed, the impervious fill and regulating works would be placed on the upstream slope of the constructed highway fill, as shown on the sketch.

Will the Oregon State Highway Department have any serious objection to this type of design? Of course, arrangements and approvals will also have to be worked out with Hood River County.

The Soil Conservation Service, as the technical agency assisting the Middle Fork Irrigation District--the sponsoring organization for this project--plans to conduct subsurface exploration for this structure soon and determination of its location is important at this time.

Robert A. Fronk has been appointed as project engineer on this watershed project and is now in residence in Hood River. He has expressed his desire to meet with your assigned design engineer in Salem as soon as possible on this proposal.

Your cooperation in this matter will be appreciated.

Very truly yours,

Donald W. Haslem

Donald W. Haslem
State Design Engineer

Attachment

Growth Through Agricultural Progress

MEMO TO FILES
9/19/63

Cooper Spur Road-Mt. Hood Highway Project
FAS 341, Hood River County

I called Judge Higgins this date and told him that Don Haslem of Soil Conservation had made inquiry regarding incorporation of irrigation dam, on Evans Creek, into our road fill on the Cooper Spur Road-Mt. Hood Highway project on FAS 341.

I told the Judge that I was going to call Mr. Haslem and notify him that plans were proceeding without consideration of the proposed dam.

At 11:10 A.M. I called Mr. Haslem and notified him as per paragraph 2. He stated that this was alright but that his people now had a plan on placing the dam immediately upstream from the roadbed fill and that they desired approval of this plan from the Highway Department. I then asked him to send a sketch of this proposal to this office and I would then submit it to the proper officials for comment. I reminded Mr. Haslem that this was a county road under county jurisdiction and that full county cooperation must be obtained.

H. S. Cox
County & City Engineer

HSC:mm

cc: Lloyd P. Shaw
Victor D. Wolfe

NOTED
C. Ayers

HOOD RIVER COUNTY COURT

HARRIS A. HIGGINS, COUNTY JUDGE
EARL A. MOORE, COUNTY COMMISSIONER
[illegible], COUNTY COMMISSIONER
James D. Wirrick
HOOD RIVER, OREGON

RECEIVED
MAR 27 1963
ENGINEER
COUNTY & CITY DIVISION

March 26, 1963

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED

Mr. Cy Cox
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

Enclosed is a sketch presented to us by the Soil Conservation Service that will illustrate to you the Evans Creek Dam that they are going to establish after the new Base Line Road going east of Parkdale is completed. It gives you an idea of the size of the dam lying south of the fill required by the highway department.

You will notice in the lower portion of the sketch that there is a 4x5 foot box culvert that will go under the dam and highway fill in a mortherly direction. This is for irrigation purposes in the Mt. Hood area. There will also be an emergency drain from the 4x7 riser that will go east to the Knight Creek which runs parallel to Evans Creek but east of the hill around which the old Base Line Road is presently aligned.

We thought this would be necessary for a more complete detailed description of the Evans Creek Dam. This sketch was presented to us by Mr. Jim Crane, the local administrator of the Hood River Soil Conservation District.

Sincerely yours,

Harris A. Higgins

Harris A. Higgins
County Judge

copy to Swift
" " Morlock

HAH:jws 3-27-63
Enclosure
cc: Jim Crane
Earl Moore
James Wirrick

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1963

SUBJECT: Cooper Spur Road-Mt. Hood Highway Section
FAS Routes 341 and 343
Hood River County

To: Mr. Dean Swift, Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

Enclosed is a copy of a letter received from Hood River County and a sketch map from the Soils Conservation Service describing the planned facilities for handling the flow of Evans Creek below the proposed Evans Creek Dam. The plan of using the dam as part of the proposed road improvement has been abandoned and the sketch merely illustrates the spillway requirements.

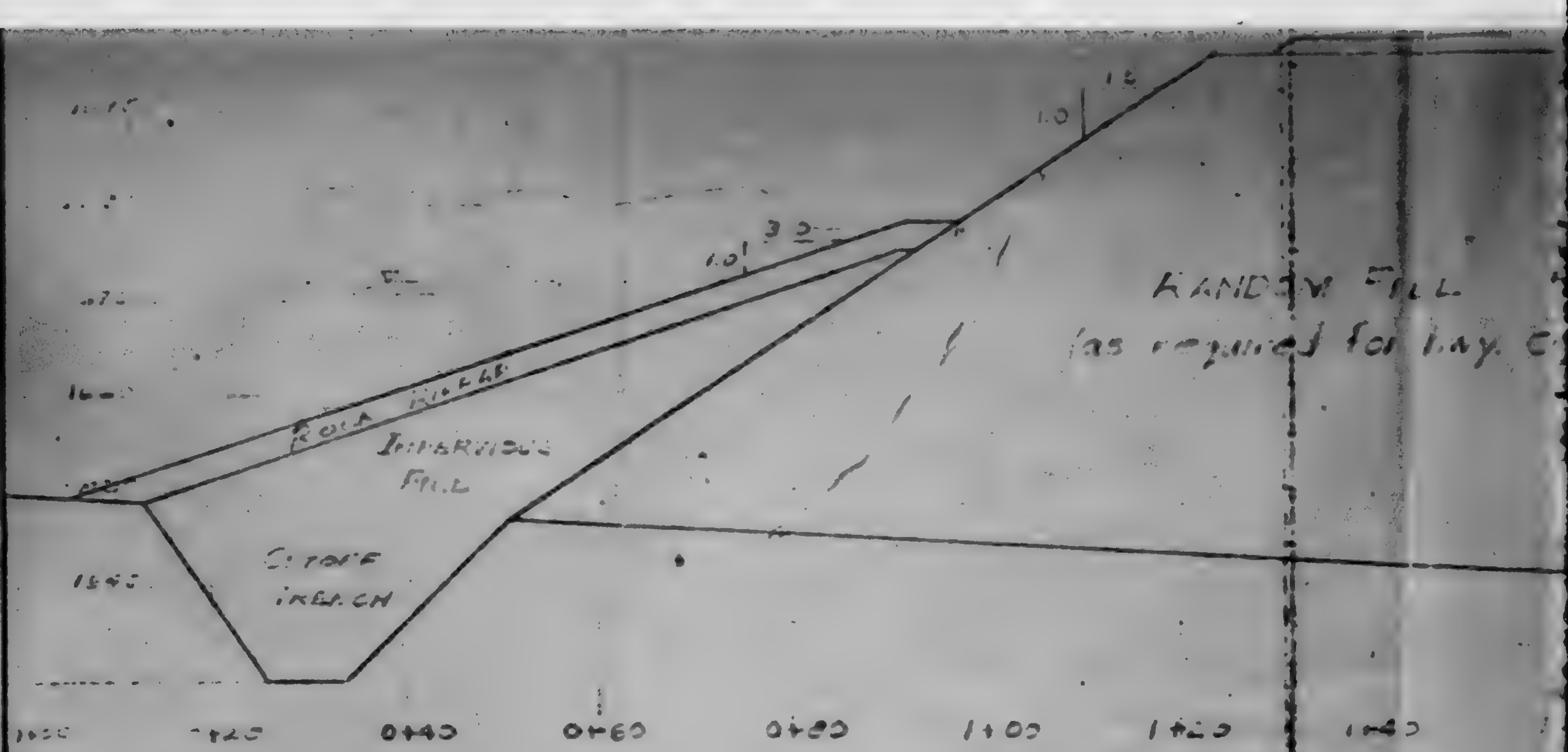
Any extra costs involved in providing for the emergency spillway from the riser either as a ditch along the south side of the cut east of Evans Creek or whatever facility is required for crossing it through our fill at Evans Creek would be non-participating both for federal and state funds as their plan for carrying the emergency flow to Knights Creek would be costlier than making provision for this flow through the culvert under our Evans Creek fill.

Verne R. Jones
County and City Planning Engineer

VRJ:mm
Encl.

cc: J. E. Morelock

4-1-63


1.0
1.5
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RANDOM FILL
(as required for hwy. c
ROCK RIPRAP
IMPERVIOUS FILL
CUTOFF TRENCH
1645
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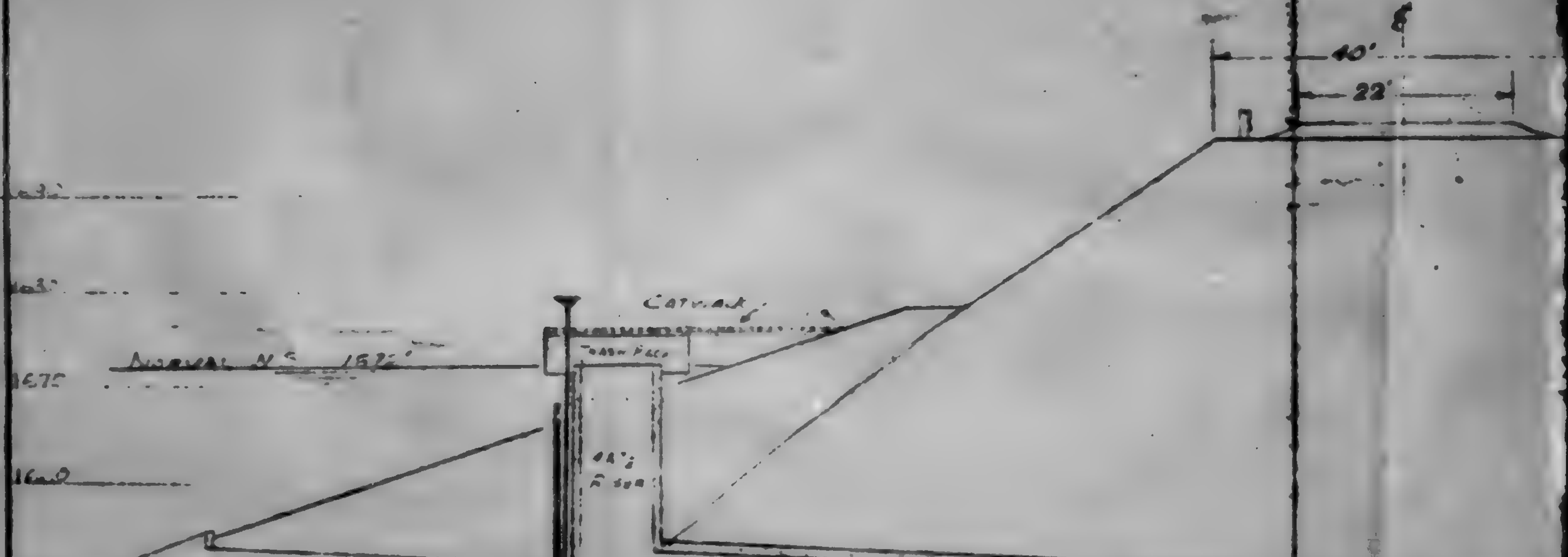
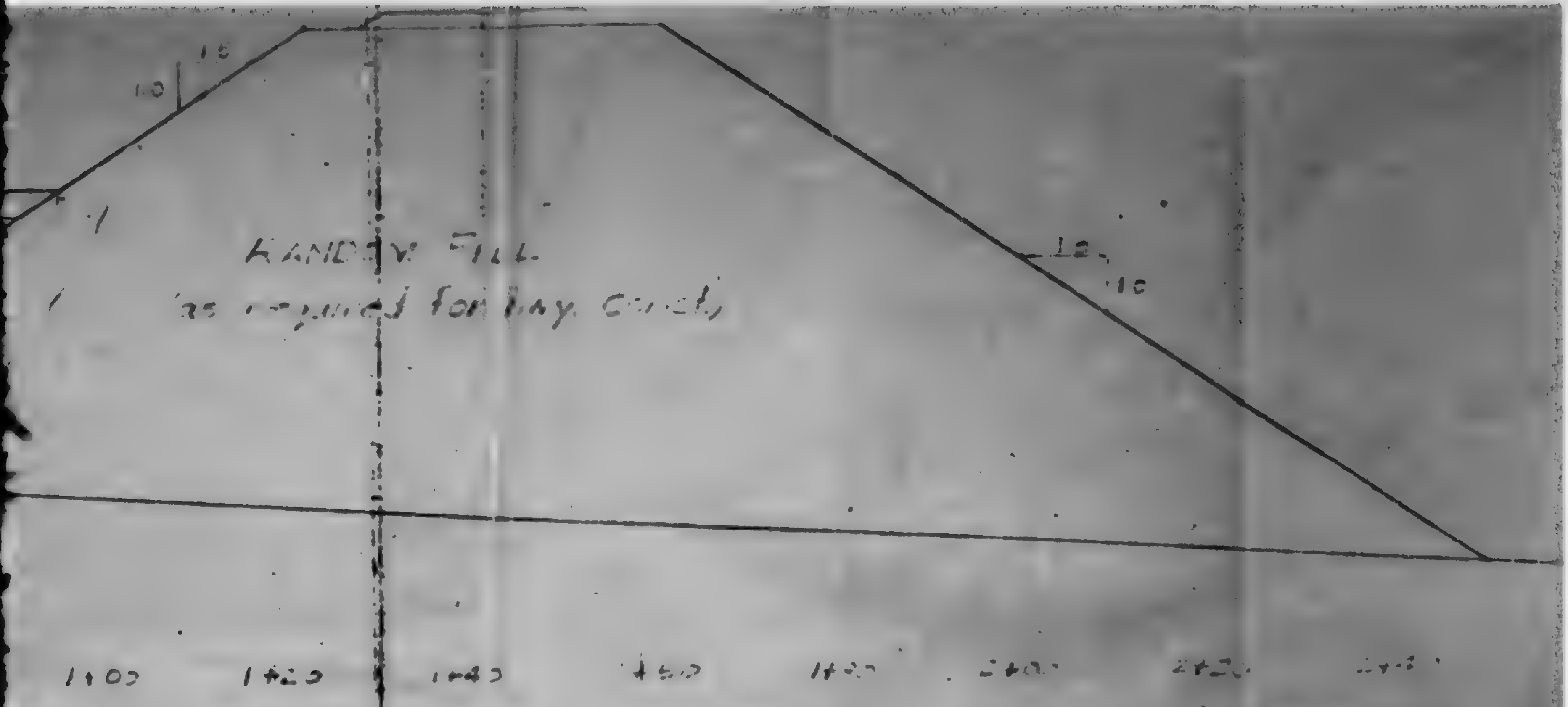
FILL ZONING

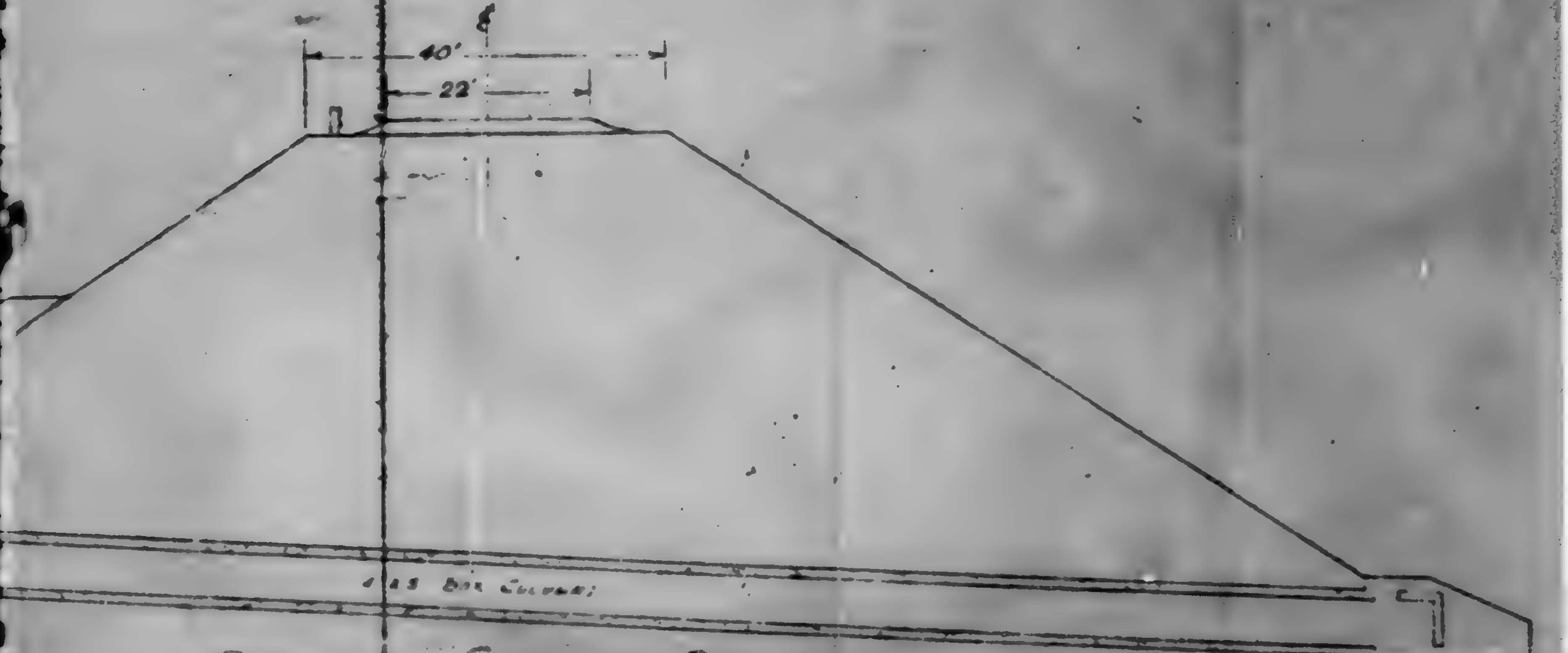

℄
40'
22'
CATWALK
TRASH RACK
NORMAL W.S. 1672.0
1675
1660
36" DRAIN
BOX CULVERT

PRINCIPAL SPILLWAY

CN
mly


1.5
1.0
RANDOM FILL
(as required for hwy. const.)
1.5
1.0
1+00
1+20
1+40
1+60
1+80
2+00
2+20
2+40

FILL ZONING


℄
40'
22'
4 x 3 Box Culvert

PRINCIPAL SPILLWAY SECTION

FORM E-30 30M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1963

SUBJECT: OPTIONS
Cooper Spur Road-Mt. Hood Hwy. Sec.
County Road

To: Mr. H. S. Cox
County & City Engineer
Highway Building

RECEIVED
AUG 30 1963
ENGINEER
COUNTY & CITY DIVISION

Attached you will find 14 original option forms in quadruplet covering right of way to be acquired in connection with Cooper Spur Road-Mt. Hood Highway Section of the Coutny Road in Hood River County.

We have typed a regular option form for 36090-D. In case the County has sold this parcel they can use the form by changing the name accordingly.

We are forwarding under separate cover 4 prints of map No. 8B-28-26 covering this area and bearing our date of August 28, 1963.

Please return a signed or conformed copy of each option to this office so that we may inform the Engineers of the conditions, if any, on each transaction.

File No.	Name	Area			
36090-A	Harris A. Higgins, et al	0.21	Acre	✓	A
36090-B	Clifford B. Koenig, et ux	0.25	"	?	B
36090-C	Sheldon E. Laurance, et ux	2.65	"		C
36090-D	Hood River County	1.1	"		D
36090-E	W. C. Halliday, et ux	1.15	"		E
36090-F	Richard L. Roberts, et ux	2.9	"		F
36090-G	Robert L. Brunquist, et ux	1.0	"		G
36090-H	James A. Eckes, et ux	0.46	"		H
36090-I	C. J. Snow, et ux	0.5	"		I
36090-J	Clifton G. Snow, et ux	0.23	"		J
36090-K	John J. Albrecht, et ux	0.18	"		K
36090-L	Carl & G. L. Sturdivant	2.92	"		L
36090-M	Samuel J. Hutson	0.03	"		M
36090-N	Edward Goetz, et ux	3.9	"	P 1	N
	Nrs Abbot	0.5	"	P 2	
				o	

AC:jm
enc. 14 Options

cc: Dean Swift
Harold Brainerd

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
[illegible]

LOCATION PROSPECTUS
COOPER SPUR ROAD-MT. HOOD HIGHWAY SECTION
FAS 341 AND 343
HOOD RIVER COUNTY
PREFIX NO. 514-1461

5-15-63

The following location prospectus is submitted concerning the above-mentioned sections of FAS 341 and 343, which are county roads on the Federal-aid Secondary System. The westerly terminus is at the junction of the Hood River Secondary Highway and the Cooper Spur County Road. The easterly terminus is at a junction with the new Mt. Hood Highway, said junction being approximately 2.7 miles south of the Mt. Hood Post Office. The overall length is approximately 2.5 miles.

This will be a location survey to prepare plans, specifications and estimates for grading, surfacing and structure. A vicinity map will be required for the structure location. There are no towns or airports affected by this project.

The general route will following the existing facility with the alignment being improved along Baseline Road and the construction of a new structure over the east fork of the Hood River at the easterly end of the project. Reconnaissance has been completed. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1962 ADT is 110 and the projected ADT is 187. Traffic and alignment warrant a Class "E" highway with maximum grade and curvature of 6 per cent and 18 degrees respectively. The typical section will consist of two 11-foot travel lanes with 4-foot shoulders. The structure will be designed with a horizontal clearance of 26 feet with 3'6" sidewalks on both sides. Deviations from State and Federal standards are not anticipated.

Rise and fall and central angle data are not available. However, this data will be recorded during the survey.

This will be a county road with no control of access. There are no interchanges or railroad crossings. The east fork of the Hood River will be crossed by a structure. The existing road can be closed during construction and there is no need for a detour.

The tentative base design for construction is:

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MAY 16 1963
ENGINEER
COUNTY & CITY DIVISION

Wearing Surface	1-1/4"	0-11 Oil Mat
Top Course Base	2 "	Leveling
Bottom Course Base	11 "	Coarse Base
Total Depth	14-1/4"	

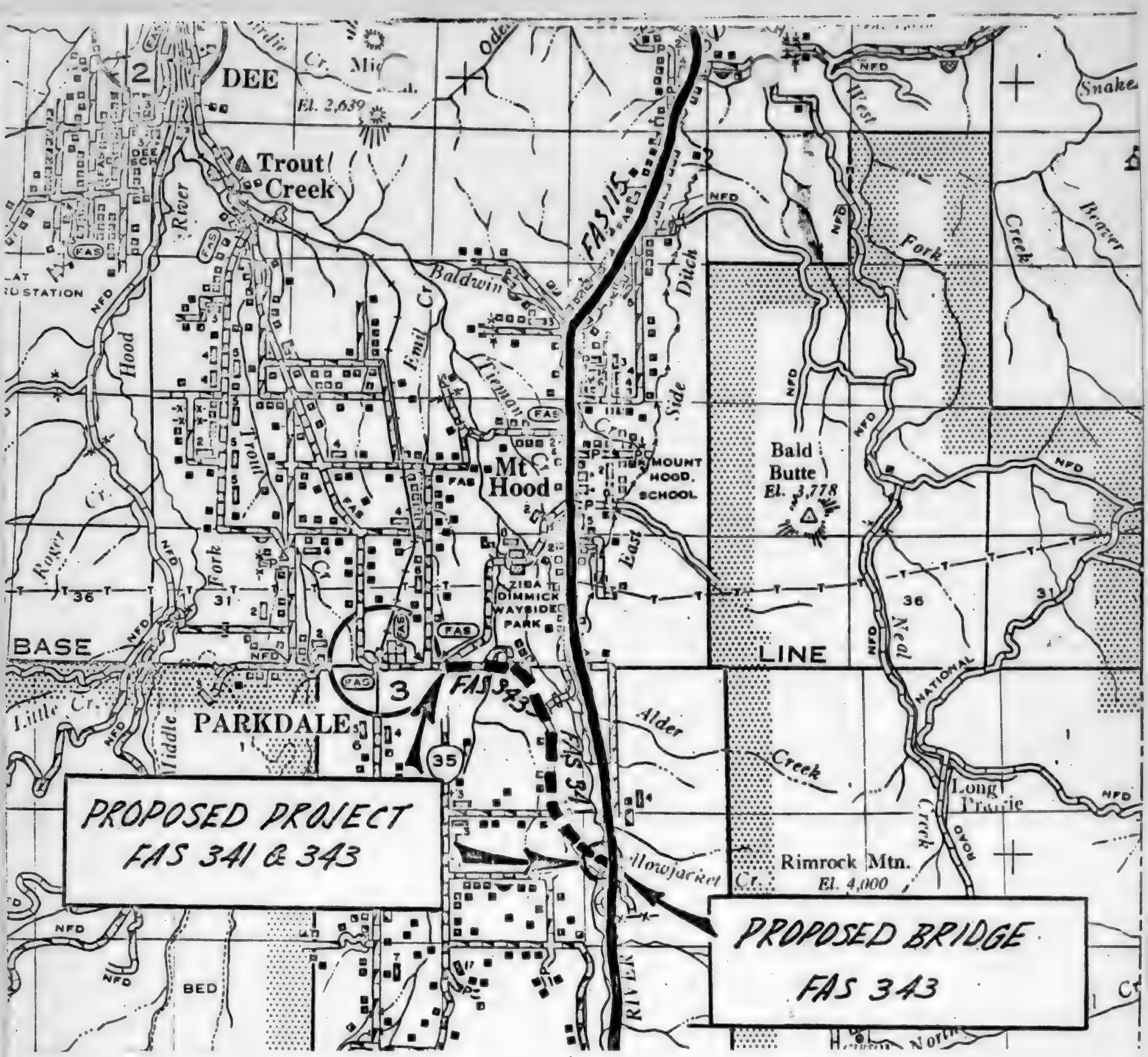
(Base design is subject to change upon completion of soils investigation.)

Material sources for aggregates will be located during the survey and necessary rights of way descriptions written.

Routine utility relocation agreements will be necessary.

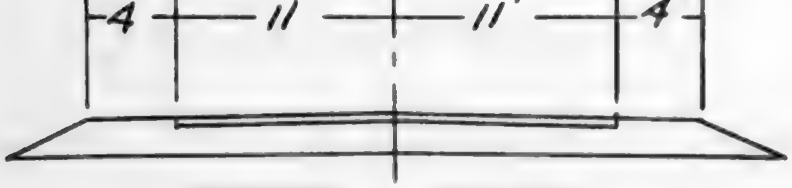
There are no State parks or roadside rest areas affected by this project.

May 15, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

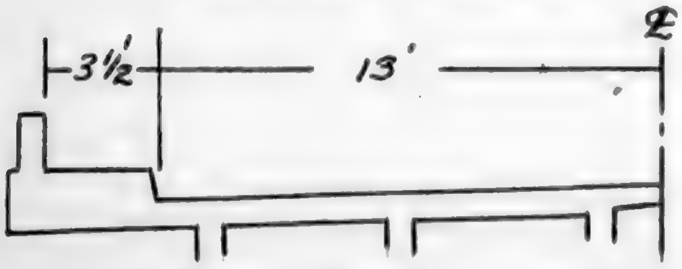

DEE
El. 2,639
Trout Creek
River
Hood
FAS
NFD
Baldwin
Emil Cr.
Tieman
FAS 115
Ditch
Side
East
Mt Hood
MOUNT HOOD SCHOOL
Bald Butte
El. 3,778
West
Fork
Creek
Beaver
Snake
Roger Cr.
Trout
Fork
36
31
BASE
LINE
ZIBA DIMMICK WAYSIDE PARK
3
35
FAS 343
FAS 341
PARKDALE
Little Cr.
Middle
Alder
Creek
Neal
Creek
NATIONAL
Long Prairie
Rimrock Mtn.
El. 4,000
Yellowjacket Cr.
RIVER
BED
North

PROPOSED PROJECT
FAS 341 & 343

PROPOSED BRIDGE
FAS 343



ROADWAY SECTION



BRIDGE HALF SECTION

PROSPECTUS MAP
COOPER SPUR RD.-MT. HOOD HWY.
FAS 341 & 343

HOOD RIVER	COUNTY
SCALE 1" = 1 MILE	APRIL 63

OREGON STATE [illegible]
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
DON HARWELL

Section COOPER SPUR ROAD-MT. HOOD HIGHWAY Highway F.A.S. 361 & 363 County HOOD RIVER Prelim. 514-1460 Date 5-8-63

Res. Engr. [illegible] Approx. Length of Project 2.5 Miles. Sta. ______ to Sta. ______

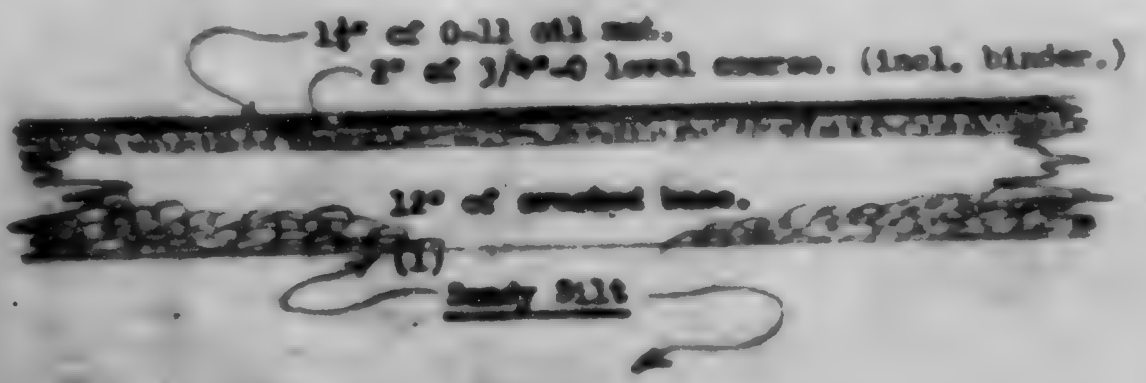
Frost Penetration -30"±

TYPICAL SECTIONS Traffic Classif. - MEDIUM

(1)

Typical Soil

38 LL
6 PI
[illegible] % P200
([illegible] Sed.)
3 % Gravel
11 % Coarse Sand
28 % Fine Sand
56 % Silt
2 % Clay
13 "R" Value (Corrected)
AASHO CLASSIF. - A-4 ([illegible])



NOTE:
All soil samples and 2 out of 3 "base in place" samples tested proved to be FROST SUSCEPTIBLE. Surfacing Thickness increased to equal ½ the depth of reported frost penetration.

Required Base & Surf.		Designed		
Crushed	Not Crushed	Base [illegible]	New Work	
			1½	0-[illegible]
			2	Level
			12	Cr Base
16			*15½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

B.F.R.

cc [illegible] Engineer

Submitted by

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED
V R JONES

PAVEMENT TYPE SELECTION

COOPER SPUR ROAD - MT HOOD HWY
FAS 341 & 343
HOOD RIVER COUNTY

Principal Factors Governing Selection

Traffic Classification: MEDIUM Present ADT 30 1980 ADT 80 % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use)

Soils Characteristics: See design chart attached

Climate: Frost Penetration 30"± Annual [illegible] Precipitation 47"±

Performance of Similar Pavements in Area: Good x Fair ____ Poor ____
Remarks: when constructed to present OSHD surfacing thickness standards

Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

Adjacent Existing Pavements: County is generally oil

Stage Construction: Not a factor

Depressed, Surface, or Elevated Design: Surface

[illegible] of Aggregates: No problem

[illegible] of Competition: Not a factor

[illegible] Consideration: No problem

[illegible] Experience, Participating Local Government Preference, and [illegible] of Local Industry: County preference is for an oil mat

[illegible]: No problem

[illegible] Adaptation of Local Materials or of Local Commercially [illegible] Mixes: No problem

CONCLUSIONS AND REMARKS:
Based on items 4, 6, and 12, an O-11 oil mat was selected.

3-20-63

HOOD RIVER COUNTY
PROPOSED PROJECT (1964 Funds)

FAS Routes 341 & 343, Tucker Bridge and Baseline Roads: Cooper Spur Road-Mt. Hood Highway Section; grade, surface, oil, and structure; 2.5 miles; $200,000.

The proposed project is for the reconstruction of a portion of FAS 343 and for the entire route of FAS 341. Alignment will be improved and a bridge will be constructed over the East Fork of the Hood River at the easterly end of the project. The roadway will have a 22' 0-11 oil mat with 4' shoulders, and the bridge will be 26' wide.

[illegible] approved
4-[illegible]-63

63-c
3/20/63

3/15/63
NOTED
R. H. PRANGE

COUNTY ROAD FAS PROJECT DATA

1. Name of County Hood River FAS No. 343

2. County Road Name Baseline

3. Section Name ____ Length 2.5 approx.

4. Type of Project Type E Road

5. Survey to be done by: State x County ____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No x

Will it be furnished? Yes ____ No x

7. Wearing Surface: Type 0-11 Width 22'-0" Shoulders 4'-0"

8. Grading & Drainage:

By County ____ County Date of Completion ____ By Contract x

9. Bottom Base Course:

By County ____ County Date of Completion ____ By Contract x

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract x

11. Wearing Surface:

By County x County Date of Completion ____ By Contract ____

12. Clearing:

By County ____ County Date of Completion ____ By Contract x

13. Is there any merchantable timber on right-of-way? Yes ____ No x

14. Will timber be reserved for owner? Yes x No ____

15. Will timber become property of contractor? Yes ____ No x

Remarks ____

MATERIAL SOURCE - - To be designated by State - - - - - - - - - - - - - - - -

16. Gravel ____ Quarry x Cinders ____

17. Owner: County ____ State ____ Private ____

18. Location: ____ Section ____ Township ____ Range ____ W.M.

HR 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ____________________

Remarks: ____________________

____

FINANCIAL- -

21. Estimated Cost: $ 200,000.00 Including Str. 110' X 26'

22. Available FAS Funds: $____________

23. Date Match Money is Available: At once

24. Will there be any 100% County Money? Yes____ No x

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: Soon as possible

Remarks____________________

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes x No____

28. Will right-of-way be acquired by: Resolution____ or Deed x

29. Should State prepare options? Yes x No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions? Yes x No____

32. Does project run inside city? Yes____ No x
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes x No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____________________

ur 61-8

RAILROADS- -

34. Location: ____

35. Name of Railroad: ______________________________________

36. Number of tracks: __________

37. Sight distance: __________(Left) __________(Right)

38. Number of trains______________________

39. Angle of intersection______________________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No____

43. Will replacement by by: County________ Contract________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks____

____

47. Is project contingent upon other factors? Yes____ No x

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:____

____

____

____

ccR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

50. (c) Surveys (Coordination with outside surveys)

Explain: Reference P.C.'s and P.T.'s with iron pins, same for any Willamette Base Line Corners.

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No x

52. Does County wish sight posts installed? Yes___ No x

53. Does County wish guard rail installed? Yes___ No x

54. Does County wish seeding and mulching incorporated into job?

Yes___ No x

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Lewis A. Higgins

Hood River County

March 13 1963 Date

By______________________
Judge or Commission Chairman

By George Frey
County Engineer

O.S.H.D. Field Engineer

Date March 13, 1963

CCR 4-8

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
OREGON STATE OFFICE
209 S.W. 5th Avenue
Portland 4, Oregon

NOTED
H. S. COX

NOTED

NOTED

May 7, 1962

NOTED
DON HARWELL

NOTED
R. H. PRANGE

State Highway Engineer
State Highway Department
Salem, Oregon

Attention Mr. Robert Prange

Dear Sir:

An informal field review of the Middle Fork of Hood River Watershed Work Plan will be held May 10 at 1 P.M. in the Hood River County Court House.

Representatives of all agencies that have participated in developing the plan, or have evidenced a specific interest in this watershed plan, are invited to participate.

We expect that a one or two hour session will be adequate to briefly review the proposed project.

Copies of the proposed plan will be available at the meeting. All elements of this plan are essentially the same as outlined and discussed in detail at the public meeting in November. Minor changes have been made for clarification of some points and to reflect the agreement reached on fish development measures.

This review is the last step preparatory to submitting the work plan to Washington, D.C. for inter-agency review, action of Congressional Committees and approval for installation by the Administrator of the Soil Conservation Service.

Yours very truly,

Ake Eckholm Acting
T. P. Helseth
State Conservationist

RECEIVED
MAY - 8 1962
ENGINEER
COUNTY & CITY RELATIONS

Copy sent to [illegible]
Also called [illegible] IV

[illegible]

Growth Through Agricultural Progress

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
APR - 9 1962
ENGINEER
COUNTY & CITY RELATIONS

Salem, Oregon
April 6, 1962

SUBJECT: Reconnaissance Estimate
FAS 343 Extension
Hood River County
343

NOTED
DON [illegible]

NOTED
[illegible]

To:

Mr. H. S. Cox
County & City Relations Engineer
BUILDING

Attention: Mr. Verne Jones

NOTED
[illegible] D. GRAHAM

NOTED
R. H. PRANGE

As requested in a recent letter, I am attaching a copy of a reconnaissance estimate on county road FAS 343, Hood River County. I believe the estimate is self-explanatory.

The State Highway Department is required by law to design structure for the County free of charge when so requested. The State, also by agreement with the County, assumes all cost for location work on FAS-C projects, but I believe that this is as far as we should go in making estimates for counties unless such a request is approved by the front office. We do not have sufficient man power to make these estimates if all the counties started requesting them.

I would suggest that a good long look be taken in any project in which the County requests us to make a cost estimate.

F. D. Morgan
Construction Engineer

By

D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

RECEIVED
APR - 9 1962
ENGINEER
COUNTY & CITY RELATIONS

DJB:jd

103-4214 Cripple Cr. & Whitewater 1964
Bridges over Clackamas River
#6424 (Clean & Paint)

RECEIVED
AUG 19 1964
FOR FILING

August 19, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On August 12, 1964, we wrote to you concerning release of final payment on contract #6424, awarded to William A. Efraimson, for maintenance paintings on the Cripple Creek & Whitewater Bridges (Clackamas River) on Clackamas Secondary Highway (FAS 171) in Clackamas County.

Final payment on this contract is $9,788.86 and the total contract amount is $17,398.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. William A. Efraimson
947 SE Malden Street
Portland, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 1 1 1964

FOR FILING

[illegible]

August 10, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 26 on Contract No. 6424. The contract was with William A. Efraimson and was for maintenance painting on Cripple Creek and Whitewater Bridges on the Clackamas Secondary, FAS 171, Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 10, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
JUN 18 1964

FOR FILING
[illegible]
6424

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1964

SUBJECT: Cripple Creek and Whitewater Bridges
Maintenance Paintings

To: Mr. D. B. Parkes
Office Engineering

William A. Efraimson started work on Contract 6424, Maintenance Painting of Cripple Creek and Whitewater Bridges, Clackamas Secondary Highway in Clackamas County on June 16, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: Floyd Query ✓
Ed Pease

NOTED
FLOYD QUERY

RECEIVED
MAY 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6474

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

Mr. Wm. A. Efraimson
947 SE Malden Street
Portland
Oregon

Dear Sir:

The State Highway Commission on May 28, 1964, awarded to you State Highway Contract No. 6474 for the following project:

Cleaning-painting Cripple Creek and Whitewater Bridges over Clackamas River in Clackamas County.

This award was based on your low bid of $17,398.00 which was submitted to the Commission on May 26, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Merchant

106-4228 South Slough Drawspan near 1964
Charleston (Clean & Paint)
#6425

RECEIVED
NOV 4 - 1964
FOR FILING
64[illegible]

November 2, 1964

General Insurance Co. of America
Portland Service Office
20[illegible] SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On October 23, 1964, we wrote to you concerning release of final payment on contract #6425, awarded to J. E. Brown Co., for maintenance painting the South Slough Drawspan Bridge on Cape Arago Secondary Highway in Coos County.

Final payment on this contract is $4,447.81 and the total contract amount is $13,741.01, including $465.01 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. E. Brown Co.,
1000 SE 12th Avenue
Portland 14, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 23 1964

6425

October 21, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 15 on Contract No. 6425. The contract was with J. E. Brown Company and was for bridge maintenance painting on the South Slough Bridge on the Cape Arago Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 21, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
JUL 16 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1964

SUBJECT:

To: Mr. D.B. Parkes
Office Engineer

J.E. Brown Company started work on Contract No. 6425, maintenance painting of the South Slough Drawspan Bridge on the Cape Arago Secondary Highway in Coos County on July 9, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

✓cc: Floyd Query

NOTED
C. W. HEAD

RECEIVED
MAY 29 1964

6495

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

J. E. Brown Co.,
1800 SE 12th
Portland
Oregon

Gentlemen:

The State Highway Commission on **May 28, 1964** awarded to you State Highway Contract No. **6423** for the following project:

Cleaning-painting the South Slough Drawspan near Charleston in Coos County.

This award was based on your low bid of **$13,276.00** which was submitted to the Commission on **May 26, 1964**, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Merchant

F-124(23) Buena Vista Wayside-Myers 1964
Cr. Sec., Oregon Coast Hwy.
#6426 (Grad., Oiling & Slide Corr.)

STATE COPY

Monthly transaction number 8-58	FO PR-2A (8-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Curry
Project report number 9	(PPM 21-7) 8-12-66	Project number F-124(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 1, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 101,248

Revised Federal funds $ 90,452.93

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12th day of August, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JUL 3 1964
7-1
FOR FILING

MONTHLY TRANSACTION NO.	Fo PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY **Curry**
PROJECT REPORT NO. $		PROJECT NO. **F-124(23)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 101, Approx. 2.7 mi. S. of Gold Beach S.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-64	0.471
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 134,610.00	$ 84,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Manager
Date executed by Division Engineer July 1, 1964

Oregon State Highway Department

Federal-Aid
Project F-12[illegible](23)

[illegible] VISTA WAYSIDE–[illegible] CREEK SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1964

[illegible]
Roadway (Slide Correction) (Sta. [illegible] to Sta. [illegible]) (Contract [illegible])

Clearing and Grubbing	All Required	$	$ 6,500.00
Drainage Excavation, Unclassified	1,140 cu. yds.	3.00	3,420.00
General Excavation, Unclassified	141,450 cu. yds.	0.47	66,481.50
Embankment Foundation Excavation, Unclassified	10,230 cu. yds.	0.65	6,649.50
Finishing Roadbed and Slopes	0.47 miles	1,000.00	470.00
Rounding Cutbanks	1,800 lin. ft.	0.25	450.00
12-inch Culvert Pipe	44 lin. ft.	2.63	115.72
18-inch Metal Culvert Pipe	162 lin. ft.	4.25	688.50
18-inch Culvert End Sections	3 only	38.00	114.00
Salvage and Reinstall Culvert Pipe	50 lin. ft.	4.00	200.00
6-inch Perforated Metal Drain Pipe	75 lin. ft.	1.85	138.75
8-inch Perforated Metal Drain Pipe	3,070 lin. ft.	2.07	6,354.90
Special Backfill in Drains	730 cu. yds.	4.75	3,467.50
Guide Posts, M-1	40 only	7.00	280.00
Material in Subbase	9,500 cu. yds.	1.20	11,400.00
Hauling and Placing Coarse Crushed Material in Base	2,100 cu. yds.	0.75	1,575.00
Hauling and Placing 3/4"-0 Material in Base	2,070 cu. yds.	1.60	3,312.00
Sprinkling	366 M-gal.	3.00	1,098.00
Preparation of Base	0.47 mile	500.00	235.00
Hauling and Placing 3/4"-0 Material in Binder Course	100 cu. yds.	2.80	280.00
Hauling and Placing Aggregates	680 cu. yds.	1.90	1,292.00
RC-250 Asphalt	15 tons	59.00	885.00
200-300 Asphalt	50 tons	57.00	2,850.00
SS-1 Asphalt	14 tons	58.00	812.00
Extra for Oiling Approaches	4 only	51.00	204.00
			$119,273.37

Flagging (57½% of Contractors Cost)	All Required (45%)	$ 650.00
Seeding and Mulching	All Required (80%)	2,400.00
Signing (Temporary)	All Required (50%)	50.00
		$ 3,100.00

Subtotal	$122,373.37
10% Engr. & Cont.	12,236.63
Total	$134,610.00

Length of Roadway - - - - - - - - - - - - 0.471 mile

Cost of Roadway Per Mile - - - - - - - - $285,796.17

Federal Funds	$ 84,800.00
State Funds	49,810.00
	$134,610.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Oregon State Highway Department

Federal-Aid
Project No. F-124(23)

BUENA VISTA WAYSIDE-MYERS CREEK SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 28, 1964

Type Code 5231
Roadway (Slide Correction) (Sta. 223+46.69 to Sta. 248+35.61)

Clearing and Grubbing	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	1,140	cu.yds.	3.00	3,420.00
General Excavation, Unclassified	141,450	cu.yds.	0.75	106,087.50
Embankment Foundation Excavation, Unclassified	10,230	cu.yds.	1.00	10,230.00
Finishing Roadbed and Slopes	0.47	mile	1,200.00	564.00
Rounding Cutbanks	1,800	lin.ft.	0.25	450.00
12-inch Culvert Pipe	44	lin.ft.	3.00	132.00
18-inch Metal Culvert Pipe	162	lin.ft.	7.00	1,134.00
18-inch Culvert End Sections	3	only	45.00	135.00
Salvage and Reinstall Culvert Pipe	50	lin.ft.	6.00	300.00
6-inch Perforated Metal Drain Pipe	75	lin.ft.	2.00	150.00
8-inch Perforated Metal Drain Pipe	3,070	lin.ft.	2.50	7,675.00
Special Backfill in Drains	730	cu.yds.	6.00	4,380.00
Guide Posts, W-1	40	only	7.25	290.00
Material in Subbase	9,500	cu.yds.	1.25	11,875.00
Hauling and Placing Course Crushed Material in Base	2,100	cu.yds.	1.50	3,150.00
Hauling and Placing 3/4" - 0 Material in Base	2,070	cu.yds.	1.50	3,105.00
Sprinkling	366	M-gals.	3.00	1,098.00
Preparation of Base	0.47	mile	500.00	235.00
Hauling and Placing 3/4" - 0 Material in Binder Course	100	cu.yds.	3.00	300.00
Hauling and Placing Aggregates	680	cu.yds.	3.25	2,210.00
RC-250 Asphalt	15	tons	57.00	855.00
200-300 Asphalt	50	tons	55.00	2,750.00
RS-1 Asphalt	14	tons	57.00	798.00
Extra for Oiling Approaches	4	only	40.00	160.00
				$176,483.50

Flagging (57½% of Contractor's Cost)	All Required	(65%)	$ 650.00
Seeding and Mulching	All Required	(80%)	2,400.00
Signing (Temporary)	All Required	(50%)	50.00
			$ 3,100.00

Subtotal	$169,583.50
10% Engr. & Cont.	16,957.50
Total	$186,541.00

Length of Roadway - - - - - - - - - - - - - -	0.471 mile
Cost of Roadway per Mile - - - - - - - - -	$396,053.07

Federal Funds -	$117,000.00
State Funds -	69,541.00
	$186,541.00

LAW OFFICES
SANDERS, LIVELY & CAMAROT
TAYLOR BUILDING
[illegible] NORTH A STREET
SPRINGFIELD, OREGON · 97477

RECEIVED
MAR 1 [illegible]
FOR FILING

March 4, 1966

Seaboard Surety Company
100 Williams Street
New York 38, New York

Re: Ed Carpenter Claim against Coos Bay Dredging Company, Contract No. 6426, Oregon State Highway Department

Gentlemen:

This is to advise you that we are this day filing a Complaint against Coos Bay Dredging Company, a copy of which is attached. The filing of said Complaint in no way waives our right to proceed against the Seaboard Surety Company for their liability under the bond, in the event we recover a judgment, but are unable to set said judgment against the Coos Bay Dredging Company.

It is our understanding acceptance of the subject work was not made by the State of Oregon Highway Commission until recently, the exact date being unknown to us at this time and, accordingly, under ORS 279.536(2), our right of action against your company may be instituted within two years from the actual date of said acceptance.

Very truly yours,

Henry J. Camarot

HJC/mg

Enclosure

NOTED
FLOYD QUERY

cc: Coos Bay Dredging Company
Mr. Floyd Query, Secretary - State Highway Department
The Honorable Thomas McCall, Secretary of State
Mr. Joseph McKeown, Attorney at Law
Hansen & Rowland, Inc. - Tacoma and Portland Offices

RECEIVED
MAR 9 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COOS

C. E. CARPENTER,
Plaintiff,

vs.

COOS BAY DREDGING COMPANY,
an Oregon Corporation,
Defendant,

COMPLAINT

Plaintiff, by his attorneys, complaining of the defendant above named, alleges:

I

C. E. Carpenter, the Plaintiff (hereinafter referred to as "Plaintiff"), is a resident of and was doing business in the State of Oregon at all times pertinent herein.

II

Coos Bay Dredging Company, the Defendant (hereinafter referred to as "Defendant"), is an Oregon Corporation, authorized to and engaged as a general contractor in road construction at all times pertinent herein.

III

That from approximately September 3, 1964, to and including October 16, 1964, at the special instance and request of the Defendant, the Plaintiff furnished certain materials, labor, equipment and service, having a reasonable value of Two Thousand Nine Hundred Eighty Nine and 80/100 ($2, 989. 80) Dollars.

IV

That although demand has been made by plaintiff on the defendant for the payment of said monies, defendant has failed, refused and neglected to pay said monies, and there is now due and owing from defendant to plaintiff the total sum of Two Thousand Nine Hundred Eighty Nine and 80/100 ($2, 989. 80) Dollars.

FOR THE COUNTY OF COOS

C. E. CARPENTER,
Plaintiff,

vs.

COOS BAY DREDGING COMPANY,
an Oregon Corporation,
Defendant,

COMPLAINT

Plaintiff, by his attorneys, complaining of the defendant above named, alleges:

I

C. E. Carpenter, the Plaintiff (hereinafter referred to as "Plaintiff"), is a resident of and was doing business in the State of Oregon at all times pertinent herein.

II

Coos Bay Dredging Company, the Defendant (hereinafter referred to as "Defendant"), is an Oregon Corporation, authorized to and engaged as a general contractor in road construction at all times pertinent herein.

III

That from approximately September 3, 1964, to and including October 16, 1964, at the special instance and request of the Defendant, the Plaintiff furnished certain materials, labor, equipment and service, having a reasonable value of Two Thousand Nine Hundred Eighty Nine and 80/100 ($2, 989. 80) Dollars.

IV

That although demand has been made by plaintiff on the defendant for the payment of said monies, defendant has failed, refused and neglected to pay said monies, and there is now due and owing from defendant to plaintiff the total sum of Two Thousand Nine Hundred Eighty Nine and 80/100 ($2, 989. 80) Dollars.

WHEREFORE, Plaintiff prays for judgment against Defendant for the sum of Two Thousand Nine Hundred Eighty Nine and 80/100 ($2,989.80) Dollars, together with interest at six (6%) percent from October 16, 1964, until judgment is entered, together with incurred costs and disbursements.

Henry J. Camarot

Henry J. Camarot,
Attorney for Plaintiff

RECEIVED
MAR 9 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 14 1966
FOR FILING

F-124 (23)

64-26

February 11, 1966

Seaboard Surety Company
100 California Street
San Francisco, California

Gentlemen:

Contract No. 6426 awarded to Coos Bay Dredging Company for slide correction on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County was completed on August 20, 1965, and accepted by the Highway Commission on February 10, 1966.

Final payment in the amount of $6,352.84 will be released to the contractor after February 18, 1966. The total contract amount is $167,639.21 including $6,542.37 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

Seaboard Surety Company
100 William Street
New York 38, New York

L. H. M Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 10 1966

FOR FILING

F-124([illegible])

6426

February 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 20, 1965, on Contract No. 6426. The contract was with Coos Bay Dredging Co. and was for slide correction work on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 10, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAR 2 - 1966

FOR FILING

F-124(23)

6426

January 26, 1966

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

#4

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of the specified completion date from October 31, 1964, to August 20, 1965, on Contract No. 6426 on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County.

After considering the recommendation of the Engineer and other available information, the Commission granted the time covered by the stop-work order between November 23, 1964, and May 24, 1965, and the performance of the Price Agreement work between May 28, 1965, and August 20, 1965, without penalty. The rest of your request was denied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc L. R. Chandler
Geo. A. Barnhart
F. D. Morgan
L. H. Young
C. H. Maisen
Bureau of Public Roads

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 29, 1965

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project F-124(23), Buena Vista Wayside-Myers Creek Section
Oregon Coast Highway

Mr. Klaboe's letter of December 23, 1965 requests our concurrence in the non-assessment of liquidated damages during the authorized suspension of work on the subject project from November 24, 1964 to May 23, 1965, inclusive, because of adverse weather conditions.

Inasmuch as the contract documents provide the necessary authority for the suspension of work, we concur in your request.

The matter of contract time relative to the work performed by the contractor outside the limits of the Federal-aid project is of no concern to us.

REFERRED TO
Bond
BY ASST. STATE HWY. ENGR.

[illegible]

OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] Nov. 23 - [illegible]
[illegible] May 23. [illegible]

copies to
Bond
Morgan
Young
Maison
1-4-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 3-63 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1965

SUBJECT: Extension of Time
Buena Vista Wayside-Myers Cr. Sec.
Oregon Coast Highway
Contract No. 6426

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a request from Coos Bay Dredging Company, contractor on the subject contract, for an extension of the specified completion date from October 31, 1964 to August 20, 1965 without the assessment of liquidated damages. The contractor's request is based on a stop-work order, oiling work and work added to the contract by price agreement.

This contract is governed by the 1954 Standard Specifications with the restrictive clause concerning time extensions. This contract had a specified completion date of October 31, 1964 with an earlier completion date of October 10, 1964 for the oiling work. The completion date for the oiling had no penalty clause covering liquidated damages.

A shutdown order was issued November 23, 1964 and rescinded May 24, 1965. The shutdown order was issued because of winter weather conditions which prohibited the contractor from performing the oiling work. Oiling was the only work remaining to be done at the time the shutdown order was issued. The contractor commenced his oiling work May 24 and completed all work under the original project on May 28, 1965.

The contractor's work from May 28 until August 20, 1965 was involved in clearing, slide removal, placing rock inlay and installing drain pipe under terms of a price agreement. This work was beyond the limits of the original contract and was done without federal participation. Further, it was understood that the liquidated damage clause did not apply. No damages were deducted and an extension of time to cover this work is not necessary.

Liquidated damages at the rate of $140.00 per day were assessed against this project from the original completion date of October 31, 1964 until the shutdown order was issued November 23, 1964 and again from May 24, 1965 to and including May 28, 1965. These liquidated damages total $2,520.00.

We recommend that the request be denied, since we can find no reasons for granting an extension on the regular contract work and no penalties were assessed on work done under the Price Agreement.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees with our right to issue a shutdown order, but would make no commitment as to concurrence, until this request is presented formally.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw;nh

cc: L. H. Young

RECEIVED
DEC 23 1965
OFFICE OF
STATE [illegible]

RECEIVED
JAN 6 - 1966
FOR FILING

F-134 (23)

6426

January 5, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
January 25, 1966 meeting

Gentlemen:

Coos Bay Dredging Company, contractor on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 6426, requests an extension of the specified completion date from October 31, 1964, to August 20, 1965. The contractor bases his request on a stop-work order, oiling work, and work added by Price Agreement.

A stop-work order was in effect on this project between November 23, 1964, and May 24, 1965. The oiling work which the contractor cites was under the regular contract and is not a reason for granting an extension. Work added to the contract by Price Agreement was performed after all of the regular contract work was completed on May 28, 1965.

I recommend that the time covered by the stop-work order between November 23, 1964, and May 24, 1965, and the performance of the Price Agreement work between May 28, 1965, and August 20, 1965, be allowed without penalty and that the rest of the contractor's request be denied. This will leave liquidated damages totaling $2,520. The Bureau of Public Roads has concurred in this recommendation.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

DES:nh:bjm bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6426 Contractor Coos Bay Dredging Co.

Highway Oregon Coast

Section Buena Vista Wayside-Myers Creek

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **~~GRANTED~~**. The reasons for such recommendation are as follows:

No liquidated damages were assessed during the time the stop-work order was in effect or during the time work was being performed under price agreement No. 2. The oiling work was a part of the regular contract and is not a reason for granting an extension.

Recommended for Approval:

J. B. Boyd
Ass't. Division Engineer

for Construction Engineer or Bridge Engineer

~~Acting~~ State Highway Engineer

Contract No.	6426
Project designation (State-Federal)	Federal F-1[illegible] ([illegible])
Date awarded	May [illegible], 1964
Work started	June [illegible], 1964
Per cent completed (Date)	100% Aug. [illegible], 1965
Specified Date of Completion ~~No. of Workdays Allowed~~	Oct. [illegible], 1964
Date of Completion ~~No. of Workdays Used~~	Aug. [illegible], 1965
No. of Added Workdays Requested	0 ~~XXXXXXXX~~

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date OCTOBER 25, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the COMPLETION DATE ~~number of workdays~~ from 10/31/64 days to 8/20/65days, within which to complete our Contract No. 6426, without the assessment of liquidated damages. The said contract is described as follows: SLIDE CORRECTION ON THE BUENA VISTA WAYSIDE-MYERS CREEK SECTION OF THE OREGON COAST HIGHWAY.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

NOV. 23, 1964 - - - - SHUT DOWN ORDER
MAY 12, 1965 - - - - NOTICE TO COMMENCE WORK
MAY 24, 1965 - - - - STARTED WORK
MAY 28, 1965 - - - - COMPLETED OILING
AUG. 20, 1965 - - - - COMPLETED CONTRACT.

P.A. #2 WAS BEYOND THE LIMITS OF THE PROJECT AND WAS NOT UNDER THE LIQUIDATED DAMAGES CLAUSE.

Respectfully submitted,

COOS BAY DREDGING CO.,
Contractor

By Jack McLeod
PRESIDENT

CONSENT OF SURETY

Date October 28, 19 65

We, SEABOARD SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

H. T. Doren, Attorney-in-Fact

Resident Ag

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Henry Building
Portland, Oregon
(SEAL)

By Ethel
Resident Agents For Oregon

RECEIVED
DEC 27 1965

FOR FILING
F-124 (23)

0426

December 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Extension of Time
Buena Vista Wayside-Mayers
Creek, Oregon Coast Highway
Project No. F-124(23)

Dear Sir:

We have received from Coos Bay Dredging Company, contractor on the subject project, a request for an extension of the specified completion date from October 31, 1964, to August 20, 1965. The contractor's request is based on a "stop work" order, oiling work and work added to the contract by Price Agreement.

A shutdown order was issued November 23, 1964, and rescinded May 24, 1965. The shutdown order was issued because of winter weather conditions which prohibited the contractor from performing the oiling work. Oiling was the only work remaining to be done at the time the shutdown order was issued. The contractor commenced his oiling work May 24 and completed all work under the original project on May 28, 1965.

The contractor's work from May 28 until August 20, 1965, was involved in clearing, slide removal, placing rock inlay and installing drain pipe under terms of a Price Agreement. This work was beyond the limits of the original contract and was done without Federal participation. Further, it was understood that the liquidated damage clause did not apply. No damages were deducted and an extension of time to cover this work is not necessary.

The original completion date for this contract was October 31, 1964. Liquidated damages have been assessed against this project from this date until the shut-down order and again from the resume work order to and including the date that all contract work was completed.

We recommend that the request be denied since we can find no reasons for granting an extension covering the regular contract work and no penalties were assessed on work done under the Price Agreement. Your concurrence in the nonassessment of liquidated damages during the shut-down period is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh srb

FORM E-1 (REV 12-61)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Buena Vista-Myers Creek

WEEK ENDING: Sept. 17, 1965

SECTION PREFIX: [illegible]

HIGHWAY: Oregon Coast

COUNTY: Curry

NAME OF JOB: Buena Vista [illegible] - Myers Creek

KIND OF WORK: Slide Correction

CONTRACTOR: Coos Bay Dredging Co.

CONTRACT NUMBER: [illegible]

FEDERAL AID PROJECT NUMBER: F-124 (23)

DATE OF CONTRACT: [illegible], 1964

DATE WORK STARTED: Jun. 8, 1964

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 10-31-64

PERCENT OF TIME ELAPSED: 118%

PROJECT AUTHORIZATION: $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $ 191,690.81

ENGINEERING AUTHORIZATION: $ 11,9[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 179,203.96

ENGINEERING COST TO DATE: $ 1[illegible],900

DATE PROJECT WAS COMPLETED: August [illegible], 1965

ESTIMATED PERCENT: OVERRUN / UNDERRUN: UNDERRUN 6.5 %

PERCENT OF AUTHORIZATION: 117 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		P. A. [illegible]
100	100	100	[illegible]	100			100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.47	0.47		0.47	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.47	0.47		0.47	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible]	[illegible]			40,000
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]	[illegible]			39,3[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	[illegible]			39,3[illegible]
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
[illegible]URDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract was completed on August [illegible], 1965
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Paul Riedl, USBPR and Carl Williams inspected the project for final acceptance.

Semifinal estimate to be mailed to Roseburg today.

Final Report.

SIGNED Barnhart LOCATION Gold Beach

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
OCT 5 - 1965
FOR FILING

F-124(23)

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

NOTED
R. L PORTER

Dear Sir:

This is to advise you that work was completed on August 20, 1965, on Contract No. 6426, Buena Vista Wayside - Myers Creek Section, in Curry County, in connection with Federal-Aid Project No. F-124(23).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

REFERRED TO
Young - Morgan
Hwy. Engr.
10-4-65

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 9-27-65

Conditions noted on above date:

The project was inspected
September 16, 1965 and
was satisfactorily completed.

PVR

A. W. Parsons
Division Engineer

By: ME Martin

M. E. Martin
District Engineer

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

124(23)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 7, 1965

TOM McCALL

Mr. William N. Wallace
Law Office
Gold Beach, Oregon

Dear Mr. Wallace:

This is to acknowledge receipt of your letter of May 3 advising us that Mr. Ed Carpenter has a claim against Coos Bay Dredging Company in the amount of $3,817.20.

You state this is for costs and loss of profits to Mr. Carpenter arising out of the wrecking of two dump trucks on the Coos Bay Dredging Company Contract No. 6426 for slide correction on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County.

We are advising the surety, Seaboard Surety Company, and the agent, Hansen and Rowland, Inc., on this contract of the receipt of your letter.

Your claim letter is also being forwarded to the Secretary of State for filing.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Seaboard Surety Company
Hansen & Rowland, Inc., Tacoma, Washington
Hansen & Rowland, Inc., Portland, Oregon
Coos Bay Dredging Company
Glenn Jackson
David Simpson
George Rohde
Hon. Tom McCall ✓
Secretary of State

NOTE: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

File 4124

FILED
MAY 10 1965
TOM McCALL
SECRETARY OF STATE

NOTED ON CARD

NOTED
C. W. HEAD

LAW OFFICE OF
WILLIAM N. WALLACE
GOLD BEACH, OREGON

May 3, 1965

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon

Re: State Contract #6426
Coos Bay Dredging Co
Slide Correction-Buena Vista Wayside-Myers Creek
Section, Oregon Coast Highway, Curry County, Oregon

Dear Mr. Query:

I am writing to give you notice of a claim against Coos Bay Dredging in the amount of $3,817.20. This claim is made by Mr. Ed Carpenter, Rt. 1, Box 146A, Gold Beach, Oregon, and is for costs and loss of profits to Mr. Carpenter arising out of the wrecking of 2 dump trucks owned by Mr. Carpenter and damaged due to the negligence of Coos Bay Dredging Co, in supervising the dumping of said trucks on State Contract #6426.

A breakdown of the claim against Coos Bay Dredging is as follows:

Truck M1
Wrecked on the job on October 13th, 1964. Use of this truck was lost from October 13, 1964 through November 7th, 1964 and November 9th, 1964, a total of 26 days at $100.00 per day. $250.00 deductible was paid making a total of $2850.00 in damages.

Truck M2
This truck was wrecked on October 16th, 1964 on the job. The use of this truck was lost from October 16, 1964 through October 22, 1964, a total of 6 days at $100.00 per day, totaling $600.00. To repair this truck it was necessary to spend 66 hours in the shop at $5.00 per hour, or $330.00. It was necessary to spend $18.00 to repair the radiator. Two trips to Crescent City were necessary or 160 miles at .12 cents per mile, or $19.20, totaling $967.20 on Truck 2.

LAW OFFICE OF
WILLIAM N. WALLACE
GOLD BEACH, OREGON

May 3, 1965

Upon settlement of this claim I will forthwith advise your office.

Very Truly yours,

William N. Wallace

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APR 8 - 1965

FOR FILING

6426

FORM E-10X 1-65 SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1965

SUBJECT: Buena Vista Wayside-Myers Cr. Section
Oregon Coast Highway
Contract No. 6426

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The weekly report for the week ending April 2 on the subject contract indicates no overrun or underrun of the project authorization is anticipated. The project is 83 per cent complete. Remaining work to be done, as indicated on the report, involves the removal of 40,000 cubic yards slide material outside the project limits under Price Agreement No. 2. This Price Agreement amounts to $28,287.50.

This work will be charged to the contract prefix which includes an additional authorization. Please check to see that you have sufficient funds to complete this project without overrun.

F. D. Morgan
Construction Engineer

DES:fp

cc F. B. Klaboe

RECEIVED
APR 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1965

STATE COPY

6426

477 Cottage Street, N.E.
Salem, Oregon - 97301

Original signed by
L. R. Backlund
Admin. Manager

March 16, 1965

08-35.5

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. C. H. Maison

By:

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Current Billing for February

This will confirm our verbal discussion concerning the current billing for February. Pursuant to our verbal agreement, the billing is being processed in the amount claimed.

Adjustments in amounts claimed will be made in March as follows.

An overclaim on the following projects resulted from the machine program providing that the retent amount would be based on 5% or $5,000, whichever is the lesser. This misunderstanding has been corrected to provide for the correct retent of 10% or $5,000, whichever is the lesser.

Prefix No.	Federal Aid Project No.	Amount
8-1045	F-124(23)	28.04
615-1013	I-5-1(54)	375.00
617-1057	I-5-2(24)	172.41
617-1058	I-5-2(34)	316.25
626-1004	I-80N-2(18)	(1.40)
504-1098	S-195(3)	5.32
506-1010	S-524(1)	1,734.56

Included in the claim is the amount of $285.77 on Project F-122(14). The final voucher on this project was submitted on 12/30/64. A review of the vouchers covering the costs involved disclosed that the charge to the construction engineering prefix was in error. It was agreed that a transfer voucher would be processed to transfer the costs involved to the proper maintenance prefix.

Orig to Maison
3-18-65

Copy to Young
3-30-65

RECEIVED
[illegible]

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DEC 2 2 1964
FOR FILING

LAW OFFICES OF
McKEOWN, NEWHOUSE & JOHANSEN
444 N. FOURTH STREET
COOS BAY, OREGON

JOSEPH McKEOWN
ANDREW J. NEWHOUSE
WALLACE A. JOHANSEN
JOHN FOSS
JOHN W. WHITTY

P. O. BOX 119
TELEPHONE
267-2156

December 12, 1964

Contract 6426

Mr. William N. Wallace,
Attorney at Law,
Gold Beach, Oregon.

Re: Coos Bay Dredging Company -
Ed Carpenter

Dear Mr. Wallace:

I have your recent letter relative to the above matter and wish to advise that I have checked into your client's claims and must deny the same.

Actually, where the trucks were to be dumped was designated by a representative of the Oregon State Highway Department. Any damage that was caused to your client's trucks was by reason of the driver's negligence.

Coos Bay Dredging Company intends to stand on the position set forth in our letter to you dated November 9, 1964.

We are sending a copy of this letter, together with your letter, to the Oregon State Highway Department, in view of your letter to them dated November 23.

Very truly yours,

Joseph McKeown
IQ

NOTED
FLOYD QUERY

LAW OFFICE OF
WILLIAM N. WALLACE
GOLD BEACH, OREGON

November 18, 1964

Mr. Joseph McKeown
Attorney at Law
P.O. Box 119
Coos Bay, Oregon

Re: Coos Bay Dredging--Ed Carpenter

Dear Mr. McKeown:

Mr. Carpenter has brought me your letter of the 9th of November 1964.

My client performed certain work for Coos Bay Dredging between September 10, 1964 and October 16th, 1964. He has yet to receive any money for work during that period, although Coos Bay Dredging has been billed.

On October 13th, 1964 Mr. Carpenter suffered the destruction of a new truck through the negligence of the dumping supervisor employed by Coos Bay Dredging. He informed your client that the dumping supervisor was not satisfactory and desired someone else to dump his trucks. On October 16th, 1964 the same dumping supervisor through his negligence, caused another truck to be damaged while dumping under his direction. At this point Mr. Carpenter could not afford to have the dumping supervisor wreck anymore trucks and withdrew his trucks for this reason.

Mr. Carpenter stands ready and he has stood ready to use his trucks on the Coos Bay Dredging project so long as a more qualified man supervised the dumping and he received his pay.

As Mr. Carpenters books now read, Coos Bay Dredging now owes him $2989.80 for the work completed. They have a complete billing for this amount. Mr. Carpenter is insistant that this amount be paid immediately, so if you will let me know what your clients intend to do I will plan accordingly.

Thank you for your consideration.

Very truly yours,

William N. Wallace

WNW/kjs

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DEC 14 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 2, 1964

RECEIVED
[illegible] 3 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Mr. William M. Wallace, Attorney
Gold Beach
Oregon

Dear Sir:

This is to acknowledge receipt of your claim letter of November 23, in behalf of Ed Carpenter, stating that Coos Bay Dredging Co. owes Mr. Carpenter for various services and for certain equipment in the amount of $2,989.80.

From the description given in the claim, it appears that the contract to which you refer is our Contract No. 6426 awarded to Coos Bay Dredging Co. for slide correction on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County.

The surety on this project is Seaboard Surety Company through the agent, Hansen & Rowland, Inc., Tacoma, Wn., and Portland. We will advise them that your letter has been received, and we will send your letter to the Secretary of State for filing.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

Please let us know when this claim has been paid so that we can clear our records.

Claim File No. 4-100

FILED
DEC 3 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
Lp

CC:
Seaboard Surety Co.
100 William St.
New York 38, N. Y.

Hansen & Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma, Wn.

Hansen & Rowland, Inc.
Henry Building
Portland 4, Oregon

Coos Bay Dredging Co.
Box 217
Coos Bay, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
(Please ackn. receipt of this claim on enc. copy of this letter).

Commissioners

NOTED
C. W. HEAD

LAW OFFICE OF
WILLIAM N. WALLACE
GOLD BEACH, OREGON

November 23, 1964

State of Oregon
Highway Department
Salem , Oregon

Re: Ed Carpenter--Coos Bay Dredging

Dear Sir:

Mr. Ed Carpenter performed various services and provided certain equipment at the request of Coos Bay Dredging. This work was performed on the section of U. S. Highway 101 South of Gold Beach, and just North of Cape Sebastian. Contract #6426

Mr. Carpenter has billed Coos Bay Dredging in the amount of $2989.80 but has not received in whole or part.

This is a claim to the State of Oregon State Highway Department in the amount of $2989.80 representing services performed by Mr. Carpenter at the request of Coos Bay Dredging, said services being performed on U. S. Highway 101 approximately 4 miles South of Gold Beach.

If other information is required or if there are further steps you suggest I take to insure withholding of state funds sufficient to compensate Mr. Carpenter I would appreciate your letting me know.

Very truly yours,

William N. Wallace
William N. Wallace

WNW/kjs

RECEIVED
NOV 25 1964
OREGON
STATE HIGHWAY COMMISSION

Form E-200—5M

RECEIVED
NOV 25 1964

STATE COPY

LLOYD SHAW

APPROVED
Contingent upon [illegible] of
proj [illegible]
[illegible]
Date NOV 1 [illegible] W. E. Martin
Dist. Engr.
U.S. Bureau of Public Roads

F 124 (23)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Buena Vista Wayside-Myers Creek	Date	October 22, 1964
Highway	Oregon Coast	Contract No.	6426
County	Curry	Prefix	8-1045
Contractor	Coos Bay Dredging Co.	F. A. Project No.	F-124(23)
Address	P. O. Box 217, Coos Bay, Oregon	Order No.	1-Supplementary #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging (State share)

BPR ENDORSEMENT:
This supplemental order is recommended for approval with participation limited to the overrun of Unit "A".

Location by station numbers:

223+00 to 473+00

Estimate of quantities and cost:

Labor	Original Authorization	$1,000.00	
	Additional Requested	2,000.00	
		Total	$3,000.00

Extra flagging on Unit "A" $1,300.00
Flagging for P.A. #2 700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set forth in "Supplementary General Provisions" - Issue of 7-1-63, Page 2 & 3 Additional flagging needed to complete project and also flagging for slide removal under P.A. #2 - Beyond limits of Unit "A".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$203,601.88
Present estimate of project cost, including $2,000.00 for work under this order	$203,601.88
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: G. A. Barnhart
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

State Printing

Copy to Young
11-25-64

RECEIVED
OCT 7 - 1964

FOR FILING

[illegible]

6426

October 6, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 6426, the Buena Vista Wayside-Myers Creek slide correction project in Curry County, is anticipated. Coos Bay Dredging Company of Coos Bay is the contractor.

The original project authorization was $167,499.41. The present anticipated cost is $203,601.88, indicating an overrun of $36,102.47, or 21.55 per cent.

The reason for the overrun is unanticipated slide removal work immediately south of Unit A of the contract, and, because of its proximity, it was deemed advisable to do the work as a part of this project.

This request for an additional authorization will be presented to you at the October 9 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

DES:bjm bbc

RECEIVED
OCT 15 1964

54676

FOR FILING

6426

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1964

SUBJECT: Overrun of Project Authorization
Buena Vista Wayside-Myers Creek Section
Oregon Coast Highway
Contract No. 6426

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a "Report on Expected Over-run of Project Authorization" on the subject contract. This project for slide correction is under contract to Coos Bay Dredging Company of Coos Bay.

The original project authorization was $167,499.41. The present anticipated cost is $203,601.88 indicating an over-run of $36,102.47, or 21.55%.

The reason for the over-run is due to unanticipated slide removal work. Approved extra work orders total $63,944.50 due primarily to an unanticipated slide which occurred immediately south of Unit "A" of this contract. Because of its proximity to the contract work, it was deemed advisable to do the work as a part of this project.

It is recommended that the project authorization be increased by $36,102.47 from $167,499.41 to $203,601.88.

A rough draft to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young

RECEIVED
OCT 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 - 1964

FOR FILING
F 124 (23)

6476

477 Cottage St. N.E.
Salem, Oregon 97301

September 28, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.4-46

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

By: M. E. Martin
District Engineer

State Force Order No. 1
Seeding & Mulching on the
Boone Vista Wayside-Myers Creek Section
Oregon Coast Hwy. - Project F-124(23)

Reference is made to your letter dated September 22, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attach.

NOTED
H. SHAW

RECEIVED
OCT 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
with attach
10-7-64

Form No. E-3[illegible]-10M-7-38

RECE
OCT 2
FOR FI

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name	Buena Vista Wayside - Myers Creek	Date	September 22, 1964
Highway	Oregon Coast	Contract No.	6426
County	Curry Kind of Work Slide Correction	Contractor	Coos Bay Dredging Co.

6426

	Quantity	Unit Price	Amount	
Contract Amount				$ 126,473.37
Expected over-runs and under-runs in contract items:				
Major items, itemized:			None	
Minor items, unitemized algebraic total			None	
Subtotal				$ 126,473.37
Approved work orders (Price, extra work and state force orders)				$ 63,944.50
Expected over-runs and under-runs in work orders:			Amount	
Major items, itemized:			None	
Minor items, unitemized algebraic total			None	
Subtotal				$ 63,944.50
Authorization for engineering				$ 11,911.07
Expected over-run or under-run of engineering authorization				$ None
Costs not included above (explain)				$ None
Allowance for future contingencies (4.5 % of work remaining)				$ 1,272.94
Credits to come from transfers and deductions				$ None
Present estimate of project cost				$ 203,601.88

Brief Statement of principal causes of over-run: Slide removal beyond limits of Unit " A " of the contract (Sta. 248 - 255)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 167,499.41
Present estimate of project cost	$ 203,601.88
Expected over-run (Amount)	$ 36,102.47
Expected over-run (per cent)	21.55

Space to right of this line is for use of Salem office.

Submitted by: E W Barnhart
Resident Engineer

Noted by: G. L. Decker
asst Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
SEP 23 1964

FOR FILING

September 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-238, covering seeding and mulching on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 6426, in connection with Federal Aid Project No. F-124(23).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,000.00, with Federal participation of $1,800.00.

The work was verbally recommended for approval by the BPR Area Engineer September 18, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 21 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Buena Vista Wayside-Myers Creek
Date: September 4, 1964
Highway: Oregon Coast
Contract No.: 6426
County: Curry
Prefix: S-1045
Contractor: Coos Bay Dredging Co.
F. A. Project No.: F-124(23)
Address: Coos Bay, Oregon
Order No.: 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clearing slide area and slide breakdown until hauling equipment can be used.

Location by station numbers:

227 to 235

Estimate of quantities and cost:

Labor and Equipment Rental - - - - - - - - - - - - - $2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Have to go beyond the limits of present slopes and contract limits.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $167,499.41
Present estimate of project cost, including $2,000.00 for work under this order: $167,499.41
Expected under-run / over-run amount: $0
Expected under-run / over-run per cent: 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Barnhart
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved: /s/ [illegible]
Assistant State Highway Engineer, Office Engineer.

State Printing

Copy To Young 9-21-64

RECEIVED
SEP 24 1964
~~FOR FILING~~
6426

STATE COPY

APPROVED
Contingent upon modification of project agreement for additional funds
Date SEP 9 1964 M. E. Martin
Dist Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Buena Vista Wayside-Myers Creek **Date** September 4, 1964
Highway Oregon Coast **Contract No.** 6426
County Curry **Prefix** 8-1045
Contractor Coos Bay Dredging Co. **F. A. Project No.** F-124(23)
Address Coos Bay, Oregon **Order No.** 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage, reinstall and furnish new material necessary for Type 2 right of way fence.

Location by station numbers:

225+50 to 227+50

Estimate of quantities and cost:

5 "T" Posts	6.5' Length	at $2.00	$ 10.00
2 Corner Posts	8.0' Length	at 18.00	36.00
2 Gate Posts	8.0' Length	at 18.00	36.00
40 Hours Labor		at 4.00	160.00
		Total	$242.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This was a right of way agreement

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$167,499.41
Present estimate of project cost, including $242.00 for work under this order	$167,499.41
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Barnhart, Resident Engineer
Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer ~~or Bridge Engineer~~
Approval Recommended: /s/ L. W. Rulien, Division Engineer
Approved /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

State Printing

Copy To Young 9-24-64

RECEIVED
JUL 2 0 1964

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

LLOYD F. SHA

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Buena Vista Wayside-Myers Creek
Date June [illegible], 1964
Highway Oregon Coast
Contract No. 6426
County Curry
Prefix 8-1045
Contractor Coos Bay Dredging Co.
F. A. Project No. F-124(23)
Address Box 217, Coos Bay, Oregon
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage 900 lin.ft. of guard rail - reinstall as directed by the engineer.

Salvage guide posts and reinstall.

Location by station numbers:

Sta. 223 to Sta. 250

Estimate of quantities and cost:

Equipment rental and labor - - - - - $1,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No item in contract for this work. Stage construction of job will require this work to be done at different times during the construction in order to protect the traveling public.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 167,499.41
Present estimate of project cost, including $ 1,600.00 for work under this order	$ 167,499.41
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Barnhart
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Asst Construction [illegible]
Bridge Engineer

Approval Recommended: /s/L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
[illegible]
Office Engineer.

State Printing

original To Young
7-14-64

RECEIVED
JUN 29 1964
FOR FILING

Form E-208—EM

STATE COPY

APPROVED
Contingent upon modification of project agreement [illegible] additional funds as required.
Date [illegible] M S Martin
Title [illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Buena Vista Wayside-Myers Creek
Date: June 5, 1964
Highway: Oregon Coast
Contract No.: 6426
County: Curry
Prefix: 8-1045
Contractor: Coos Bay Dredging Co.
F. A. Project No.: F-124(23)
Address: P.O. Box 217 Coos Bay, Oregon
Order No.: 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install and maintain necessary signs for protective and directional measures.

Signs to be furnished by the State.

BPR Endorsement:
Participation is limited to the Unit "A" Section of this project. The PS & E estimate shows this to be 50% of the total, or $50.00.

Location by station numbers:

Sta. 223+00 to Sta. 473+00

Estimate of quantities and cost:

Labor	$100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set forth in "Supplementary General Provisions", issue of July 1, 1963, pages 3 and 4.

Funds are included in the project authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $167,499.41
Present estimate of project cost, including $100.00 for work under this order: $167,499.41
Expected under-run / over-run amount: $0
Expected under-run / over-run per cent: 0

Space to right of this line is for use of Salem Office

LLOYD

Submitted by: /s/ G. A. Barnhart, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ John Quiner, Division Engineer

Approved /s/ L. H. Young, ~~[illegible] Assistant State Highway Engineer~~ Office Engineer.

State Printing

Orig to Young 6-16-64

RECEIVED
JUN 29 1964
FOR FILING

Approved
Contingent upon modification of project agreement if additional funds are required.
Date [illegible] M.S. Martin
Title [illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Buena Vista Wayside-Myers Creek	Date	June 5, 1964
Highway	Oregon Coast	Contract No.	6426
County	Curry	Prefix	8-1045
Contractor	Coos Bay Dredging Co.	F. A. Project No.	F-124(23)
Address	P. O. Box 217 Coos Bay, Oregon	Order No.	1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging (State Share)

BPR Endorsement:
Participation is limited to the Unit "A" section of this project. The PS&E estimate shows this to be [illegible] of the total, or $650.00

Location by station numbers:

Sta. 223+00 to Sta. [illegible]

Estimate of quantities and cost:

[illegible] 1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set forth in "Supplementary General Provisions", Issue of July 1, 1963, pages 2 and 3

Funds are included in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one contract job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$167,499.41
Present estimate of project cost, including $1,000.00 for work under this order	$167,499.41
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	[illegible]

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Barnhart
Resident Engineer

Approval Recommended: /s/ [illegible] Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner
Asst. Division Engineer

Approved /s/ L. H. Young
[illegible] Engineer, Asst. State Highway Engineer or Office Engineer.

LLOYD P. SHAW

State Printing

Orig to Young 6-16-64

[illegible]
MAY 1 1 [illegible]

Const
Stab.

477 Cottage St. N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 4, 1964

08-35.2-BB

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon
By M. E. Martin, District Engineer

Oregon Project F-124(23)
Buena Vista Wayside - Myers Creek Section
Slide Correction

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way or rights-of-entry have been acquired with relocation advisory assistance provided as indicated in Mr. Wright's April 27, 1964 letter except for two parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Mr. Young's April 30, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of State owned aggregates for construction of the base course surfacing and the oil mat was approved by our April 29, 1964 memorandum subject to the conditions outlined therein.

The use of the May, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains; Guide Posts; and Asphaltic Concrete Pavement is approved for this specific project.

The pavement type selection for the project is accepted on the basis of documentation including your April 21, 1964, "Project Base Design" sheet.

To bring this section to ultimate pavement structure design it will be necessary to place the 3-1/2 inches of asphaltic concrete surface from Gold Beach to Pistol River, Oregon, of which this short section is included. Therefore, stage construction providing for the future 3-1/2 inches of asphaltic concrete is considered as appropriate.

original to Young with attach.
5-11-64

(more)

NOTED
LLOYD P. SHAW

The stipulated completion date of October 10, 1964 for the oiling and all work by October 31, 1964 with liquidated damages of $140 per work-day for non-completion is approved.

You have combined a State financed project shown on the plans as "Unit B" with this Federal-aid project. Federal participation will be limited to those items of work listed under and performed between Stations 223+46.69 and 248+35.61 of "Unit A." In view of the fact that like quantities are not involved on both projects, Federal participation in the cost of the work will be on the basis of the unit prices by the individual contractor who would be the lowest responsible bidder if only the Federal-aid project were considered, as required by subparagraph 8c of PPM 21-6.3.

Attach.

RECEIVED
MAY 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6426

May 28, 1964

Coos Bay Dredging Co.,
P. O. Box 217
Coos Bay
Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, awarded to you State Highway Contract No. 6426 for the following project:

Grading-oiling-slide correction on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County.

This award was based on your low bid of $126,473.37 which was submitted to the Commission on May 26, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUN 4 - 1964

FOR FILING

6426

477 Cottage Street, N. E.
Salem, Oregon 97301

May 28, 1964

08-35.2-0

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div, Engineer

Oregon Project F-124(23)
Buena Vista Wayside - Myers Creek Section
Slide Correction - Grading and Surfacing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur in your award of this date of contract No. 6426 to Coos Bay Dredging Company of Coos Bay, Oregon, low bidder in the amount of $126,473.37 at the May 26, 1964 bid opening.

RECEIVED
JUN [illegible] 1964
OFFICE OF
[illegible] HIGHWAY ENGINEER

original To Young
6-4-64

NOTED
LLOYD P. SHAW

RECEIVED
MAY 1 - 1964

477 Cottage St. N.E.
Salem, Oregon 97301

April 29, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon   Attn. L. H. Young

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project F-124(23), Buena Vista
Wayside-Myers Creek Section,
Oregon Coast Highway

Your request, dated April 28, 1964, for our approval to use State-owned aggregates in the construction of the base course surfacing and the oil mat on the subject project is hereby granted, with the understanding that the contract bid items will include only the hauling and placing of the aggregates.

NOTED
LLOYD P. SHAW

Orig to Young
4-30-64

RECEIVED
JUN 10 1964
FOR FILING

April 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

In connection with the construction of the slide correction project located approximately 2.7 miles south of Gold Beach and programmed under Project F-124(23), it is our desire to utilize State-owned crushed materials in stockpiles located in the area, for use for the rock base and oil-mat surface aggregates. These materials were produced under previous Federal-aid projects and are located at three sites, the most distant being 6.5 miles from the project. This procedure appears economical and desirable for the reason the total materials required is but 4,900 cu. yds., and to move in and set up a plant to produce this small quantity would result in the unit cost being quite excessive.

Accordingly, we request your approval for the use of these State-owned materials on Project F-124(23). No Federal reimbursement for their cost is to be requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JMM:ia

RECEIVED
MAY 1 - 1964
PLANNING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-124(23)

April 27, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status Report
Buena-Vista Wayside
Myers Creek Slide Correction

Dear Sir:

All right of way has been secured for subject project except for two files:

File No. 36102 - Whitehead	$ 730
File No. 36511 - Monroe	2,645
	$3,375

It is our intent to have the areas covered by the above files available for use and occupancy of the contractor on or before the date of bid opening, by process of condemnation.

Advisory assistance has been offered to the persons displaced by the takings of right of way for this project.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

NOTED
LLOYD P. SHAW

WTW:sm:mk

cc: Lloyd P. Shaw ✓
L. H. Young
L. I. Lindas
C. H. Maison

RECEIVED
[illegible] 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

2-1064 Garden Rd.-Albany Sec., Albany- 1964
Corvallis Hwy. (Paving)
#6427

RECEIVED
JAN 31 1967

FOR FILING

2-1967

6427

January 30, 1967

Mr. Victor Levy
Asst. Attorney General
Bureau of Labor
Room 115
Labor and Industries Bldg.
Salem, Oregon 97310

Dear Mr. Levy:

Attached is a copy of teamsters' wage rates which were made a part of Contract No. 6427, awarded to Acme Construction Company for paving on the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County. According to the information given to me by Mr. Ferdig and Mr. Gardner, the teamsters' rates are the only ones in which they were interested.

According to our records Corvallis Sand and Gravel Company was a subcontractor on this contract. We were not able to find any record of Corvallis Sand and Gravel Company in connection with the project purportedly handled by Erickson Paving Company near Foster. Also our records do not show Corvallis Sand and Gravel Company as a subcontractor on the Harrison Street Bridge Approaches on Contract No. 6355 awarded to Inland Construction Company.

If we can be of further assistance in this matter, do not hesitate to get in touch with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

Attachment

RECEIVED
NOV 24 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 23, 1964

Farmers Insurance Group
Regional Office
1785 N.E. Sandy Blvd.
Portland 8, Oregon

Re: Policy No. 73-3602-50-36
Our File: CLC 64-34
Loss Date: 8/14/64
Your insured: Claire Schaefer
Location: 2 miles north of Corvallis, Oregon, on Highway 20

Gentlemen:

We regret the delay in responding to your letters of October 5 and November 4, 1964; apparently this correspondence had been previously misdirected.

This is to advise you that, according to our records, on the above date the construction company paving the highway was under our Contract No. 6427 "Garden Road Albany" with Acme Contruction Co., P.O. Box 9684, Portland 11, Oregon. In its contracting obligations the state looks only to the contractor for satisfactory prosecution of the contract.

We regret, therefore, to inform you that the State of Oregon is not liable for damages sustained by your insured. We are, however, sending a copy of this letter to Acme Construction Co. and recommend that you contact them directly.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
C. A. ALLISON
Staff Attorney

NOTED
FLOYD QUERY

CAA:jw
cc: G.E. Rohde
Floyd Query
Acme Construction Co.

RECEIVED
NOV 19 1964

FOR FILING

6427

November 18, 1964

United Pacific Insurance Co.,
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

On November 12, 1964, we wrote to you concerning release of final payment on contract #6427, awarded to Acme Const. Co., for paving the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County.

Final payment on this contract is $7,831.13 and the total contract amount is $210,098.10, including $3,039.56 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Acme Const. Co.,
P. O. Box 9684
Portland 11, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 10 1964
FOR FILING
[illegible]
642

November 9, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 17 on Contract No. 6427. The contract was with Acme Construction Company and was for paving on the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 9, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Oct. 24, 1964

SECTION: Garden Road-Albany

SECTION PREFIX: 2-1064

HIGHWAY: Albany-Corvallis

COUNTY: Benton

NAME OF JOB: Garden Road-Albany

KIND OF WORK: Paving

CONTRACTOR: Acme Construction Co.

CONTRACT NUMBER: 6427

FEDERAL AID PROJECT NUMBER: state

DATE OF CONTRACT: May 28, 1964

DATE WORK STARTED: June 29, 1964

ESTIMATED COMPLETION DATE: ~~9/1/64~~ 9/17/64

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED [illegible] completion 9/1/64

WORK DAYS USED:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 260,105.51

ENGINEERING AUTHORIZATION: $ 18,487.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 241,617.98

ENGINEERING COST TO DATE: $ 16,000

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 217,700

PERCENT OF AUTHORIZATION: 86 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . - 9.9 %

DATE PROJECT WAS COMPLETED: 9/17/64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
	100	100		100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		8.09			8.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED		8.09			8.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)		15,200			27,300
TOTAL QUANTITIES CORRECTED TO DATE		11,300			27,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		11,300			27,100
AVERAGE DAILY QUANTITIES		600			1300
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: water wagon____ distributor___ blade___ pilot car_____
A C plant ____ pavers___ rollers___ trucks___

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			NOTED
MONDAY	fair		JOHN R. OAKES
TUESDAY	"		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate delivered to Division Office on Wednesday.

PROJECT COMPLETED

FINAL REPORT

SIGNED H. N. Hoover Res. Engr.

ADDRESS 3400 Spicer Road, Albany

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 4 - 1964
FOR FILING

6427

OREGON STATE HIGHWAY COMMISSION

#N

Contractors Request
for
Increase in ~~Number of Workdays~~ Time
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 16, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in time ~~the number of workdays~~ from .... ~~days~~ to .... ~~days~~, within which to complete our Contract No. 6427, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Additional time to September 30, 1964; to perform additional work amounting to approximately $70,000.00. Paving additional 2 1/2 miles of Roadway.

Time lost due to strike, August 3, thru August 10, 1964.

Respectfully submitted,

Acme Construction Co
Contractor

By

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 9, 1964 for extension to 9-30-64
Secretary

CONSENT OF SURETY

Date 9-16-64, 19......

We, UNITED PACIFIC INSURANCE COMPANY

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in time ~~the number of~~ workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Victor S. Risley
Attorney-in-fact
Victor S. Risley

Countersigned: VICTOR S. RISLEY CO.
BY: Victor S. Risley
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6427 Contractor Acme Construction Co.

Highway Albany-Corvallis

Section Garden Road-Albany

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

By negotiation the contract was extended in length at an actual cost of $63,696.41. This amounted to 40.6 per cent of the original authorization and, prorated on the originally allowed time, would amount to a 27 workday extension. In addition, strikes affected the project for 5 workdays. This total of 32 workdays would actually warrant an extension to October 15, whereas the request is only to October 1, more than covering the time it took to actually complete the project on September 17.

Recommended for Approval:

Assistant Division Engineer

S. L. Decker
asst Construction Engineer or Bridge Engineer

Lloyd P. Stine
ASSISTANT State Highway Engineer

Contract No. 6427

Project designation State
State-Federal

Date awarded May 28, 1964

Work started June 29, 1964

~~[illegible]~~ completed Sept. 17, 1964

Specified Completion Date ~~Date~~
~~No. of Workdays Allowed~~ 9-1-64

Previously Extended to
~~No. of Workdays Used~~ None

Extension Requested to
~~No. of Additional Workdays Requested~~ 9-30-64

State Printing 27020

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OCT 7 - 1964
FOR FILING

6427

October 6, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 2
October 9, 1964 Meeting

Gentlemen:

We have received a request for an extension of the specified completion date from Acme Construction Company, contractor on the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County, Contract No. 6427. The request is for an extension from September 1, 1964 to September 30, 1964, based on delay caused by a strike and extra time required to perform work occasioned by the extension of the contract.

The strike mentioned delayed the contractor's operations for five workdays in August. The contract extension, from Garden Road to Corvallis, amounted to $63,696.41 or an increase of 40.6 per cent of the original contract amount of $156,954.90. Applying this percentage to the available workdays allowed at the contract award date (67), results in a 27-workday extension; extending these 32 workdays gives a completion date of October 16, 1964. We, therefore, recommend that the requested extension be granted.

This matter will be presented to you for your consideration at the October 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young C. H. Maison

DES:bjm bbc

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1964

SUBJECT: Extension of Time
Garden Road-Albany Section
Albany-Corvallis Highway
Contract No. 6427

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Acme Construction Company, contractor on the subject project for an extension of the specified completion date from September 1, 1964, to September 30, 1964, without the assessment of liquidated damages.

The reason for this request is based on two items, a Hoisting and Portable Engineers strike which caused a time loss of 5 workdays and the extension of the project limits from Garden Road to Corvallis, which increased the cost of the project $63,696.41, or 40.6% of the original contract amount of $156,954.90. Applying this 40.6% to the 67 available workdays in the original contract would indicate an increase of 27 workdays. Extending these 32 workdays from the specified completion date of September 1, 1964 would result in a new completion date of October 16, 1964.

For these reasons, we recommend that the requested increase to September 30, 1964 be granted.

The contract was completed on September 17, 1964.

This is a State project and Bureau of Public Roads concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young

RECEIVED
OCT 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

2-1064

FORM E-30X—50M—7-64 SP*8230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1964

SUBJECT: Time Extension
Contract No. 6427
Garden Road-Albany Section
Albany-Corvallis Highway

To: Mr. F. D. Morgan
Construction Engineer
Department

Attached is a request from Acme Construction Company, contractor on the subject project, requesting that they be given an increase of time for completion of the contract without assessment of liquidated damages from the specified completion date of September 1, 1964, to September 30, 1964.

There are some justifiable reasons for granting this request. They are explained in Resident Engineer H. N. Hoover's September 9 letter, a copy of which is attached. The contract was completed and accepted on September 17, so if this time extension is granted there would be no assessment of liquidated damages. It is recommended by this office that it be granted.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM

CONSTRUCTION DIVISION
RECEIVED
OCT 1 1964

FORM E-30X—90M—12-63 94677

RECEIVED
SEP 10 19
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
3400 Spicer Road, Albany
Sept. 9, 1964

2-1064

SUBJECT: Time extention
Garden Road-Albany sect.
Albany-Corvallis Highway

To:
Mr. R. D. Asburry
Division Engineer
Salem

Enclosed herewith a letter from Corvallis Sand & Gravel Co., subcontractor on the above project, requesting a time extention of 23 work days.

The original authorization for contract bid items was $156,954.90 with 67 workdays available from awarding date to specified calendar completion date of August 31, 1964. The state negotiated for an extention of work from Garden Road to Corvallis with an additional cost of $ 63,696.41. The extention cost was 40.6 % of the original authorization and a 40.6% increase in workdays would amount to a 27 workday extention.

Local 701 of the hoisting and portable engineers picketed the Corvallis Sand & Gravel Co. plant site from August 4 to August 22, 1964. These pickets stopped Acme Construction Co., prime contractor, from paving with their 4,000# plant from August 4th to 7th; and stppped Corvallis Sand and Gravel Co. from supplying Acme with asphaltic concrete from their 2,000 # plant from Aug. 4th to paving completion on Aug. 19th.

I estimate 4 days lost time for Acme Const. Co. and 3 days lost time for the AC supplied by Corvallis Sand & Gravel Co.

Corvallis Sand & Gravel Co. however was able to start and complete their driveway and shoulder work sooner as the strike made available for this work both AC material and personnel. I I estimate a time gain of 2 days on the shoulder and driveway completion time.

I would recommend time extention on the above of 27 work days for increasing the project and 5 workdays for time loss due to the strike, for a total of 32 workdays. This would give a calendar day completion of October 15, 1964.

ORIGINAL SIGNED BY, H. N. HOOVER

H. N. Hoover
Res. Engr.

RECEIVED
SEP 21 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO 2

RECEIVED
OCT 12 1964

FOR FILING

October 9, 1964

Acme Const. Co.,
Box 9684
Portland
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 9, 1964, considered your request for an extension of the specified completion date from September 1, 1964, to September 30, 1964, to complete contract #6427 for paving the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of the specified completion date from September 1, 1964, to September 30, 1964, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: R. D. Asburry
H. N. Hoover
Frank Morgan
Bureau of Public Roads
L. H. Young
c. h. Maison

RECEIVED
JUL 13 1964
FOR FILING

July 13, 1964

Oregon State Highway Commission

Gentlemen:

We presently have a contract under way on the Garden Road-Albany Section of the Albany-Corvallis Highway (Contract No. 6427). This contract is for widening and overlaying the present highway. Our authorization on the present contract which is 6.23 miles in length is $188,105. This will complete all of the work presently planned on this highway except for 1.86 miles between Garden Road and Corvallis.

It is thought desirable to complete the balance of this work under the present contract. We have received assurance from the contractor that he will do the additional work at his bid prices. There will, however, be a slight amount of grading to be done on the extension. This is proposed to be done on the equipment rental basis and the contractor has given us favorable prices on this work which is 13 percent below our present AGC rates.

The estimated cost of this 1.86 miles is $72,000. I would, therefore, recommend that you authorize the expenditure of this additional sum for the completion of this highway.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

(Construction) fn

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 10, 1974

SUBJECT: Garden Road-Albany Section
Albany-Corvallis Highway

To:

Mr. E. J. Barbee
Assistant Construction Engineer

DEPARTMENT

Prime contractor, Acme Construction Company, on the subject contract has indicated a willingness to have this project extended to the Corvallis city limits, or in other words, they are willing to have the 1.86 mile Corvallis-Garden Road Section added to their contract and will perform all of the additional work at contract bid prices, except that there will be some additional items necessary, prices for which are quoted on the attached Estimate of Cost which indicate this extension will cost $71,875.46.

The only item on which the price might be questioned, is the $2.00 per cubic yard for 6,700 cubic yards of bar-run materials. The reason for this relatively high price, which is the same as they previously quoted us for slightly over 800 cubic yards on the initial project, is that it will require additional compactive effort, and they propose to work considerable overtime in an attempt to have these shoulders prepared for paving prior to August 1 when Acme Construction Company plans to move their plant from Corvallis.

This shoulder work will be done by their subcontractor, Corvallis Sand and Gravel Company, and should they not have the extension done in time for Acme to pave it, Corvallis Sand and Gravel Company will pave it. Should this occurr, we could be subject to some criticism, in that it could appear that we, in effect, had negotiated for this extension with Corvallis Sand and Gravel Company. This, of course, is not true, as these quotations all come from the prime contractor, Acme Construction Company, and he, of course, has the rights to subcontract this amount of work if he so chooses. He has indicated he will do the bulk of the work, that is the paving on the extension, if it is ready in time.

[illegible]burry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:cs
cc: Mr. Nile Hoover

SECTION Corvallis [illegible]

HIGHWAY Albany - Corvallis [illegible]

ESTIMATE OF COST [illegible] Road - Albany

SHEET __ OF __

← Prices Per Contract →

13⅞% Below ← Avg →

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
1	Drainage Exc.	C.Y.			90	$ 17	[illegible]	$ [illegible]	[illegible]
2	12-inch Culvert Pipe	L.F.			20	[illegible]	[illegible]	[illegible]	[illegible]
3	18-inch Culvert Pipe	L.F.			125	6	[illegible]	[illegible]	[illegible]
4	24-inch Culvert Pipe	L.F.			20	7	[illegible]	[illegible]	[illegible]
5	Extra For Pipe Under Road	L.F.			20	4	25	85	00
6	Conc Inlets Type 'G'	Each			1	125	00	125	00
7	¼"-0 Material in Stklr	Ton			800	1	[illegible]	1,5[illegible]	[illegible]
8	¾"-0 " " "	Ton			3000	1	[illegible]	[illegible]	00
9	Sprinkling	M.Gal			100	[illegible]	[illegible]	[illegible]	[illegible]
10	Class 'B' A.C.	Ton			6000	5	84	35,040	00
11	RS-1 Asphalt	Ton			9	6	00	54	[illegible]
12	Extra For Paving Approaches	Each			35	[illegible]	[illegible]	[illegible]	[illegible]
13	A.C. Curbs	L.F.			1,800		70	1,2[illegible]	[illegible]
P.A.	Mail Box	Each			10	[illegible]	50	[illegible]	[illegible]
"	Grader	Hours			20	[illegible]	[illegible]	[illegible]	[illegible]
"	Front End Loader	Hours			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
"	Vibratory Rolls	Hours			[illegible]	18	[illegible]	[illegible]	[illegible]
"	[illegible] Dump Truck	Hours			[illegible]	15	[illegible]	[illegible]	[illegible]
"	Laborer ([illegible])	Hours			[illegible]			160	00
"	Bar Run Material	C.Y.			6,700	2	00	13,400	00
"	57½% Flagging							800	[illegible]
	Subtotal							65,221	[illegible]
	[illegible] Engr.							5,111	14
	[illegible] Contingencies							2,8[illegible]	02
	Total							71,875	[illegible]

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MAY 29 1964
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6427

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

Acme Construction Co.,
P. O. Box 9684
Portland 11
Oregon

The State Highway Commission on **May 28, 1964,** awarded to you State Highway Contract No. **6427** for the following project:

Paving the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County.

This award was based on your low bid of **$156,954.98** which was submitted to the Commission on **May 26, 1964,** for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

118-1005 Rocky Point-Odessa Sec., Lake- 1964
of-the-Woods Hwy. (Grad. & Paving)
#6428

RECEIVED
DEC 24 1964
FOR FILING

2-131

December 23, 1964

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On October 9, 1964, we wrote to you concerning release of final payment on Contract No. 6428, awarded to Warren Northwest, a Division of Warren Bros. Company, for grading and paving the Rocky Point Junction-Odessa Section of the Lake of the Woods Highway in Klamath County.

Final payment on this contract is $4,070.40 and the total contract amount is $81,788.40, including $2,921.97 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Warren Northwest,
a Division of Warren Bros. Co.
P. O. Box 7675
Portland 20, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
603 Panama Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: November 6, 1964

SECTION: Rocky Point Jct.-Odessa

SECTION PREFIX: 118-1005

HIGHWAY: Lake of The Woods

COUNTY: Klamath

NAME OF JOB: Rocky Point Jct.-Odessa

KIND OF WORK: Grading and Paving

CONTRACTOR: Warren Northwest, Division of Warren Bros. Company

CONTRACT NUMBER: 6428

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 28, 1964

DATE WORK STARTED: June 25, 1964

ESTIMATED COMPLETION DATE: September 17, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: 90

WORK DAYS USED: 61

PERCENT OF TIME ELAPSED: 67.78

PROJECT AUTHORIZATION: $ 105,952.50

EXCLUSIVE OF ENGINEERING: $ 98,418.10

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 91,191.40

ESTIMATED PERCENT XXXXXX UNDERRUN 14 %

ENGINEERING AUTHORIZATION: $ 7,534.40

ENGINEERING COST TO DATE: $ 8,680.52

PERCENT OF AUTHORIZATION: 115.21 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

DATE PROJECT WAS COMPLETED: [illegible]-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
-	-	100	-	100	100	-	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.59	3.59			3.59
MILES PARTIALLY COMPLETED	3.59	3.59			3.59
MILES COMPLETED	3.59	3.59			3.59
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Equip. Rental	2,650 c.y.			11,700 tons
TOTAL QUANTITIES CORRECTED TO DATE	" "	2,646 c.y.			8,920 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	2,646 c.y.			8,920 tons
AVERAGE DAILY QUANTITIES	" "	0 c.y.			0 tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0 c.y.			0 tons
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	Workdays charged. CAUSE OF DELAY
SUNDAY	Pt. Cloudy		
MONDAY	Pt. Cloudy-mild		No Project Complete
TUESDAY	Cloudy-Mild		No " "
WEDNESDAY	Cloudy-Cool		No " "
THURSDAY	Sunny-Cool		No " "
FRIDAY	Foggy-Cool		No " "
SATURDAY			

NOV [illegible] 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

Project Completed.

Semi-final estimate being mailed Friday.

(FINAL REPORT)

SIGNED W. Reid Merritt

ADDRESS P.O. Box 1090 Klamath Falls

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 7 - 1964

FOR FILING

6428

October 6, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 17 on Contract No. 6428. The contract was with Warren Northwest, a division of Warren Brothers Company, and was for grading and paving on the Rocky Point Junction-Odessa Section of the Lake of the Woods Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on October 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

EPS:bbc

FORM E-128
RECEIVED
MAY 29 1964
FOR FILING

64 , 8

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNE[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

Warren Northwest, Div. of Warren Bros.Co.,
P. O. Box 7675
Portland 20,
Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, awarded to you State Highway Contract No. 6428 for the following project:

Contract for grading-paving the Rocky Point-Odessa Section of the Lake of the Woods Highway in Klamath County.

This award was based on your low bid of $93,180.00 which was submitted to the Commission on May 26, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

19-8318 Hunter Hill-Paisley Sec., 1964
Fremont Hwy. (Rock Prod. Proj.)
#6429

RECEIVED
JAN 25 1965

FOR FILING

1/27

January 22, 1965

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On January 12, 1965 we wrote to you concerning release of final payment on Contract No. 6429, awarded to Jed Wilson & Son, for Rock production on the Hunter Hill-Paisley Section of the Fremont Highway in Lake County.

Final payment on this contract is $2,441.05 and the total contract amount is $ 24,160.03. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rg

cc: Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JAN 8 - 1965
FOR FILING

[illegible]

6429

January 7, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 16, 1964 on Contract No. 6429. The contract was with Jed Wilson and Son and was for rock production on the Hunter Hill-Paisley Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 7, 1965, and that you concur in this procedure at the Commission meeting on January 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
J. F. Putnam

LPS:ajw bjs

FORM E-1 (REV. 5-62)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING December 19, 1964
	SECTION Hunter Hill-Paisley	SECTION PREFIX 19-8318
	HIGHWAY Fremont	COUNTY Lake
NAME OF JOB Hunter Hill-Paisley	KIND OF WORK Rock Production	
CONTRACTOR Jed Wilson & Son	CONTRACT NUMBER 6429	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 28, 1964	DATE WORK STARTED September 24, 1964	ESTIMATED COMPLETION DATE December 14, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS 70 30 day extension Granted	WORK DAYS USED 100
PROJECT AUTHORIZATION: $ 26,887.50	ENGINEERING AUTHORIZATION $ 1,912.00	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 24,975.50	ENGINEERING COST TO DATE $ 1,809.67	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 24,340.62	PERCENT OF AUTHORIZATION 94.64 %	100
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	DATE PROJECT WAS COMPLETED 11-16-64	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
-	-	-	-	-	-	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			22.0		
MILES PARTIALLY COMPLETED			22.0		
MILES COMPLETED			22.0		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 c.y.		
TOTAL QUANTITIES CORRECTED TO DATE			10,320 c.y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,320 c.y.		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Project completed		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	Workday charged	CAUSE OF DELAY
SUNDAY	Overcast-cold		No	Project complete
MONDAY	Clear-cold		No	" "
TUESDAY	Clear-cold		No	" "
WEDNESDAY	Overcast-cold		No	" "
THURSDAY	Clear-cold		No	" "
FRIDAY	Overcast-cold		No	" "
SATURDAY				

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
DEC 2[illegible] 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	Contractor completed the removal of equipment from project today.
WEDNESDAY	One man made final inspection of project site today.
THURSDAY	Semi-final estimate completed today.
FRIDAY	No activity.
SATURDAY	

REMARKS

PROJECT COMPLETED

Contractor completed the removal of equipment from project Tuesday. Final inspection of project was made on wednesday. Semi-final estimate was completed Thursday and is being submitted this week end.

FINAL REPORT

SIGNED H. Reid Merritt
ADDRESS P.O. Box 1090, Klamath Falls, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JAN 26 1965

FOR FILING

[illegible]

[illegible]

December 15, 1964

Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 15, 1964, considered your request for 35 additional workdays to complete Contract No. 6429 for rock production on the Hunter Hill-Paisley Section of the Fremont Highway in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 30 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc
Dean Swift
W. Reid Merritt
F. D. Morgan
L. H. Young
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6429 Contractor Jed Wilson and Son

Highway Fremont

Section Hunter Hill-Paisley

Kind of Work Rock Production

It is recommended that such extension be granted as requested r the following terms and conditions:

[illegible]

Thirty days be allowed for delay caused by Division Of quest to postpone work on this contract until aggregates for Crescent Creek Road-C nt paving project were produced.

Recommended for Approval:

Dean Swift
Division Engineer

Asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6429
Project designation (State—Federal)	State
Date awarded	May 28, 1964
Work started	X September 24, 1964
Per cent completed (Date)	XX 100 - Nov. 16, 1964
Specified completion date	70 days
Previously extended to	
Extension requested to	XXXXXXX 100 days

Form E-320 3M 9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date Sept. 17, 19 64

Gentlemen:

We, the undersigned, respectfully request an extension of 35 days time, from Sept. 28, 19 64, to Nov. 13, 19 64, within which to complete our Contract No. 6429, described as follows:

Lake County, Fremont Highway, Hunter Hill-Paisley, Rock Production

The above request is based upon the following reasons:

Due to pit exploration necessary, on a contract with Babler Bros., Contract No. 6456, Crescent Road - Crescent Section , The Dalles California Highway, we were unable to finish crushing in the time we had allowed for the contract. The pit specified in their contract turned out to be cinders and not acceptable.

Respectfully submitted,

Jed Wilson and Son
Contractor

By Partner

CONSENT OF SURETY

Date September 17, 19 64

We, United Pacific Insurance Company, a corporation organized and existing under the laws of the State of Washington, with principal office in Tacoma, Washington, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

State Printing 78755

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1964

SUBJECT: Extension Of Time
Hunter Hill-Paisley Section
Fremont Highway
Contract No. 6429

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Jed Wilson and Son, contractor on the subject project, for an extension of 35 workday in which to complete the project without the assessment of liquidated damages.

The reason for this request is based on work which the contractor did at the request of the Division Office as a subcontractor on the Crescent Creek Road-Crescent project, Contract No. 6456.

The subject contract was awarded May 28, 1964 and the workday count began on June 20, 1964. On July 1, 1964, the contractor signed a subcontract with Babler Brothers to crush the aggregate on Contract No. 6456. Material from the prospective quarry shown on the plans for Contract No. 6456 was not acceptable and since there was no State equipment available in the area for exploration work at the time, the Division requested Wilson to do some exploratory work. A suitable quarry was not located, so on July 9, 1964, Wilson moved to the Willamette Junction quarry. The material in this quarry is extremely hard and set up space is limited so drilling and shooting the rock progressed quite slowly. Wilson started assembling his crusher plant on August 10, 1964 and completed crusing the aggregates on September 25, 1964.

Because of the brevity of the paving season on the Crescent Creek Road-Crescent project and because the material to be produced under the subject contract was not urgently needed, the Division Office requested Wilson to delay work on his own contract and concentrate his efforts on the subcontract work.

The subject project was completed November 16, 1964. This represents an overrun of 30 days or $1,260.00 in liquidated damages.

For the two days spent on quarry exploration and 29 days spent on set up and aggregate production for the Crescent Creek Road-Crescent project at the Division's request, we recommend an extension of 30 days be granted, which will eliminate any penalty.

This is a State project and Bureau of Public Roads' concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Enc.
cc L. H. Young
Dean Swift

RECEIVED
NOV 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 5OM 12-63 54676

CONSTRUCTION DIVISION
RECEIVED
NOV 23 1964
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☑ CUE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 20, 1964

SUBJECT: Extension of Time Request
Hunter Hill-Paisley
Contract No. 6429

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

On September 29, 1964, we submitted to you a request for extension of time on subject project. It was later decided that before this request was submitted to the Highway Commission that we would wait until such time as the contractor had completed the work to determine the actual number of days needed. The project was completed on November 16. 1964, utilizing 100 work days. As 70 days were allowed, this is an overrun of 30 days.

The contractor on this project had a subcontract with Babler Brothers to perform the crushing operation on the Crescent Creek Road, Crescent project, and at the time of the award of this contract we requested that he perform the work on the Crescent Creek Road project prior to the rock production job. We made this request so that our paving could be completed during the time of the year when weather conditions were such that we would have a better job. Mr. Wilson agreed to do this and started immediately on quarrying operations in the prospective material source. Upon opening this site, it was discovered that the material was not there. Our Division Geologist did some prospecting for additional sites, and uncovered what appeared to be a good prospect on the Gilchrest Lumber Company property. We requested Mr. Wilson to do some exploratory work to ascertain whether or not the prospect would be suitable for us to purchase. Several days were consumed in moving into this site and doing the requested work, and upon completion of this work, it was determined that the quarry was not suitable. He was then forced to move into a site near the junction of the Willamette and The Dalles-California Highway.

The actual crushing utilized 44 of the specified 70 work days. Upon completion of this work, he immediately moved to the Hunter Hill-Paisley project and completed the rock production job in 39 days of actual work.

It is the opinion of this office that Mr. Wilson should not be penalized for the additional thirty days, due to the fact that we requested he do the crushing for the overlay project prior to the rock production work, as a special benefit to the State.

The crushing operation has been slowed due to bad weather, which would not have occurred had he moved into this job originally.

We recommend that no liquidated damages be charged against the Hunter Hill-Paisley project.

J. Putnam

J. Putnam
Assistant Division Engineer

JP:eh

RECEIVED
DEC 4 - 1964
FOR FILING

6429

December 3, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 15, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Jed Wilson and Son, contractor on the Hunter Hill-Paisley Section of the Fremont Highway in Lake County, Contract No. 6429. The request is for an extension of 35 days in which to complete the project without the assessment of liquidated damages. The request is based on a delay caused by work done at the Division Office's request on another project.

The contractor on this project was also a subcontractor for the Crescent Creek Road-Crescent paving Contract No. 6456. Due to the relative shortness of the paving season in this area, it was imperative that the paving project be completed as soon as possible; therefore, the Division Office requested that the contractor delay work on his own rock production contract until all of the paving aggregates were produced. This work required 31 workdays to accomplish and it is reasonable to assume that had the Division Office not made this request, the contractor could have completed his own work within the specified time limit.

We recommend that a 30-day extension be granted without the assessment of liquidated damages. This is a State project and was completed November 16, 1964.

This matter will be presented at your meeting on December 15.

Very truly yours,

Forrest Cooper
State Highway Engineer

DES:fp bbc

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
Dean Swift

RECEIVED
MAY 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

6429

Jud Wilson & Son
Box 217
Lapine
Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, awarded to you State Highway Contract No. 6429 for the following project:

Hunter Hill-Paisley Rock Production Project on the Fremont Highway in Lake County.

This award was based on your low bid of $23,400.00 which was submitted to the Commission on May 26, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

20-1008 Silver Cr.-Finn Rock Sec., 1964
McKenzie Hwy. (Grad. & Paving)
#6430

6430

March 24, 1965

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $225 will be made to Babler Bros. Inc., on Contract No. 6430 for grading and paving the Silver Creek-Finn Rock Section of the McKenzie Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $331,387.09, including the post-final payment. Of the total $9,013.95 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Babler Bros. Inc.
4617 S.E. Milwaukie Avenue
Portland 2, Oregon

Phil Grossmayer Company
General Agents
P.O. Box 1191
Portland 7, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
[illegible]

FOR FILE

[illegible]

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202

REFERRED TO
admin
BY SECRETARY

February 19, 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Commission
P. O. Box 1128
Roseburg, Oregon

Attention Mr. L. R. Chandler
Division Engineer, Div. III

Gentlemen:

Rdference: Silver Creek-Finn Rock Section
McKenzie Highway - Contract No. 6430

On our Semi-final Estimate there was deducted a total of $225.00 resulting from reduction of Item #15, Finishing Roadbed & Slopes, and Item #35, Preparation of Base. Both items are per mile unit basis of payment. Upon examination of work sheet No. 2 and 4 the stationing reads 165+00 to 204+50. We do not feel this is correct.

Posted

First, the contract plans and special provisions both state between stations 165+00 and 206+00 a difference of 0.03 mile on each item. Second, in actual inspection on February 18, 1965, it shows we DID pave to station 206+00. There are stakes still along the shoulder on the south side of the road at station 204+50, 205+00 and 205+50, with our paving ending at station 206+00. There was a slight amount of base rock placed on the shoulder area for another 40 feet, however, this is beyond the project limits.

Therefore, we request Item #15 and #35 to be paid at 0.78 mile and not the adjusted 0.75 mile length per the Semi-final Estimate.

This request is being sent to the Division Office since Mr. C. C. Gall, the Resident Engineer, has retired, and there is no longer an office at 1110 Orchard Street in Eugene. Mr. A. A. Anderson was the Assistant Resident Engineer for this job.

Very truly yours,

BABLER BROS., INC.

Lloyd Babler, Jr., Project Manager

NOTED
LLOYD P. SHAW

LB,Jr.:rr
CC:OSHC, Salem

Copies to Morgan
Young
2-25-65 (Morgan [illegible] check [illegible] Young 3-8-65)

RECEIVED
MAR 1[illegible] 1965

FOR FILING

6430

January 27, 1965

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 27, 1965, considered your request for an extension of the specified completion date from October 31, 1964, to November 20, 1964, to complete Contract No. 6430 for grading and paving on the Silver Creek-Finn Rock Section of the McKenzie Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of the specified completion date from October 31, 1964, to November 6, 1964, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. R. Chandler
C. C. Gail
Frank Morgan
L. H. Young
C. H. Maison

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1964

SUBJECT: Extension of Time
Silver Creek-Finn Creek Section
McKenzie Highway
Contract No. 6430

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Babler Brothers, Inc., contractor on the subject project for an extension of the specified completion date from October 31, 1964, to November 20, 1964.

The contractor's reasons for requesting this extension are listed below, followed by our findings:

> "Under the completion time limit of this contract all work was to be completed by October 31, 1964. According to Mr. A. A. Anderson, Assistant Resident Engineer, it was not accepted until November 6, 1964, this leaving four days under which penalty could be assessed, as Tuesday November 3, 1964, was a legal holiday.
>
> Our grading, surfacing and paving was completed on October 31, 1964, a Saturday morning. The work not done was installation of some 300 W-4 guide posts and one day of final cleanup. The guide posts were completed November 6, 1964, with the cleanup being done on November 2, 1964.
>
> We do not feel any penalty should be paid or deducted as we were detained considerably in commencing our grading operation between stations 165 and 206. Reference is made to clearing and grubbing page 4 of special provisions regarding anticipated removal of merchantable timber by July 1, 1964.
>
> Pacific Northwest Bell did not complete their line moving until July 9, 1964, and as a result the merchantable timber was not removed until July 31, 1964. Our clearing commencing July 20, 1964, and followed the timber removal as closly as possible. This, therefore, is the basis for our extension of time request of 20 calendar days.
>
> In order to complete the job as we did we paved continuously, including Saturdays and Sundays at considerable expense."

NOTED
LLOYD P. SHAW

The Special Provisions stated that the merchantable timber was to be removed by others and anticipated that this work would be completed by July 1, 1964. The logging work could not commence until the telephone company had cleared their lines from the area to be logged. The telephone lines were cleared on June 30, 1964 and the logging operation started July 2, 1964. It was completed August 3, 1964. Clearing work was started by the contractor on July 20, 1964 and followed the logging operations as closely as possible.

Although the timber removal was not guaranteed to be completed by July 1, the major reasons that it was not done by that time was due to the telephone line not being moved. Clearing work was started as soon as it was possible, 20 calendar days after the anticipated date listed in the Special Provisions.

This contract was completed on November 6, 1964, 6 calendar days beyond the specified completion date. There are four penalty days in this period and at the penalty rate of $140.00 per day, this is $560.00 in liquidated damages.

We recommend that an extension of the specified completion date from October 31, 1964 to November 6, 1964 be granted. This will eliminate all penalty.

This is a State project and Bureau of Public Roads concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young
L. R. Chandler

R[illegible]
DEC 2[illegible]
OFF[illegible]
STATE HIGHWAY ENG.

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 2, 1964

SUBJECT: Contractors Request for Extension of Time
Silver Creek - Finn Rock Section
Contract No. 6430

To: F. B. Morgan
Construction Engineer
Salem

Attached is the subject request from Babler Construction Company wherein they ask for an extension of 20 days in which to complete their work. Also attached is a letter from the resident engineer who has analyzed this request and who has found that certain clearing work performed by the Rosboro Lumber Company a part of a right of way [illegible] did indeed delay the contractors operations on certain portions of the project.

An extension of the completion date from October 31 to November 6 would be sufficient ~~in~~ so as to assess no liquidated damages and it is recommended that this extension be granted.

L. A. Julien
Assistant Division Engineer

LAJ:crd

Attach.

CONSTRUCTION DIVISION
RECEIVED
DEC -3 1964

Nov. 30, 1964

CONTRACTORS REQUEST FOR EXTENSION OF TIME

Silver - Creek Finn Rock Section
McKenzie Highway
Contract 6430

The following statement is a part of this contract," Merchantable timber between Station 155 and Station 200 is to be removed byothers and will not become the property of the contractor on this project. It is anticipated, but not guarranteed, that the merchantable timber will be removed by the owners thereof by July 1st, 1964."

It is true that work on the east unit of this project was held back or retarded beyond the anticipated July 1st date by others. The"others" being a combination of public utilities moving their services plus the logging operations by the Rosboro Lbr. Co.
The telephone lines were not in the clear of proposed logging operations until June 30th. Logging did commence on July 2nd and was carried on to completion on Aug. 3rd on which date the final logs were removed from the right-of-way.

It is also true contractor worked 3 Saturdays and 2 Sundays during October in an endeavor to complete the project by Oct. 31st.
The major contract items were completed on this date to the point where the public had full use of the new work without interference of any kind by the contractor. The remaining work being of a minor nature.

The facts being as stated the engineer is favorable towards the granting of an extension of time to and including the 6th of November, 1964.

C C Hall
Resident Engineer

Form E-120—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 9, 1964

Gentlemen:

We, the undersigned, respectfully request an extension of 20 days time, from October 31, 1964, to November 20, 1964, within which to complete our Contract No. 6430, described as follows:

Grading and Paving
Silver Creek-Finn Rock Section
McKenzie Highway
Lane County, Oregon

The above request is based upon the following reasons:

Refer attached statement

Respectfully submitted,

BABLER BROS., INC.
Contractor

By Lloyd Babler
Lloyd Babler, President

CONSENT OF SURETY

Date November 23, 1964

We, THE TRAVELERS INDEMNITY COMPANY,
217 Northtown Office Building, Spokane, Washington, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

John N. Zefkeles
John N. Zefkeles
Attorney-in-fact

(SEAL)

James A. Blake
James A. Blake
Equitable Building
Portland, Oregon
Resident Agent

State Printing 87499

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6430 Contractor Babler Bros., Inc.

Highway McKenzie

Section Silver Creek - Finn Rock

Kind of Work Grading and Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

Extension to November 6, 1964 granted due to delay in removal of merchantable timber by date indicated in Special Provisions.

Recommended for Approval:

Division Engineer

G. L. Decker
Construction Engineer or Bridge Engineer

SISTAN State Highway Engineer

Contract No. 6430

Project designation State
State—Federal

Date awarded May 28, 1964

Work started June 18, 1964

Per cent completed 100% November 6, 1964
Date

Specified completion date October 31, 1964

Previously extended to ---

Extension requested to ~~November 20, 1964~~ November 6, 1964

November 9, 1964

Oregon State Highway Commission
1110 Orchard Street
Eugene, Oregon

Attn: Mr. C. C. Gall
Resident Engineer

Ref: Silver Creek-Finn Rock Section
McKenzie Highway
Contract No. 6430

Gentlemen:

Under the completion time limit of this contract all work was to be completed by October 31, 1964. According to Mr. A. A. Anderson, Assistent Resident Engineer, it was not accepted until November 6, 1964, this leaving four days under which penalty could be assesed, as Tuesday November 3, 1964, was a legal holiday.

Our grading, surfacing and paving was completed on October 31, 1964, a Saturday morning. The work not done was installation of some 300 W-4 guide posts and one day of final cleanup. The guide posts were completed November 6, 1964, with the cleanup being done on November 2, 1964.

We do not feel any penalty should be paid or deducted as we were detained considerably in commencing our grading operation between stations 165 and 206. Reference is made to clearing and grubbing page 4 of special provisions reguarding anticipated removal of merchantable timber by July 1, 1964.

Pacific Northwest Bell did not complete their line moving until July 9, 1964, and as a result the merchantable timber was not removed until July 31, 1964. Our clearing commenced July 20, 1964, and followed the timber removal as closly as possible. This, therefore, is the basis for our extension of time request of 20 calendar days.

In order to complete the job as we did we paved continously, including Saturdays and Sundays at considerable expense.

Please advise soon as practicable.

Respectfully submitted,

Babler Bros., Inc.

Lloyd Babler, Jr.
Project Manager

cc: OSHC Salem
Job file
PDX file ✓

LBJr:ms

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:		WEEK ENDING: January 15, 1965
SECTION: Silver Creek-Finn Rock		SECTION PREFIX: 20-1128
HIGHWAY: McKenzie		COUNTY: Lane
NAME OF JOB: Silver Creek-Finn Rock	KIND OF WORK: Grading & Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6430	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 23, 1964	DATE WORK STARTED: June 18, 1964	ESTIMATED COMPLETION DATE: Nov. 6, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: Completion: Oct. 31, 1964	WORK DAYS USED: 4 excess days
PROJECT AUTHORIZATION: $ 375,304.50	ENGINEERING AUTHORIZATION: $ 26,688.32	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 348,616.18	ENGINEERING COST TO DATE: $ 31,510.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 337,468.07	PERCENT OF AUTHORIZATION: 118.1 %	100
ESTIMATED PERCENT: XXXXX UNDERRUN 3.2 %	DATE PROJECT WAS COMPLETED: Nov. 6, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	—	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.49	5.49			5.49
MILES PARTIALLY COMPLETED	"	"			"
MILES COMPLETED	"	"			"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	32,600 C.Y.	28,900 Ton			18,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	30,240 "	28,940 "			17,258 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	30,240 "	28,940 "			17,258 "
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Foggy all day		
TUESDAY	"		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

NOTED
LLOYD P. SHAW

NOTED

CONSTRUCTION DIVISION
JAN 1 1965
RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-final Estimate is being shipped to the Division Office today.

This is the final report on this job. 1-15-64

SIGNED

ADDRESS 1410 Orchard St. Eugene

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 30 1964
FOR FILE
6430

December 30, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 5
January 26, 1965 meeting

Gentlemen:

We have received a request for an extension of the specified completion date from Babler Brothers, Inc., contractor on the Silver Creek-Finn Rock Section of the McKenzie Highway in Lane County, Contract No. 6430. The request is for an extension from October 31, 1964, to November 20, 1964, based on delays caused by noncompletion of logging operations and telephone line adjustment.

The contract Special Provisions state that merchantable timber is to be removed by others and anticipated that this work would be completed by July 1, 1964. The removal of this timber was delayed by noncompletion of a telephone line adjustment; consequently this delayed the start of the contractor's clearing operations by 20 calendar days.

The project was completed November 6, 1964, an overrun of six calendar days.

We recommend that the specified completion date be extended from October 31, 1964, to November 6, 1964, without the assessment of liquidated damages.

This is a State project and Bureau of Public Roads concurrence is not required.

This matter will be presented to you at the January 26 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler DES:bjm fn

RECEIVED
DEC 31 1964

[illegible]

6430

December 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed November 6 on Contract No. 6430. The contract was with Babler Bros., Inc., and was for grading and paving on the Silver Creek-Finn Rock Section of the McKenzie Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 30, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
L. R. Chandler

LPS:ajw bjs

RECEIVED
JUN 25 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 22, 1964

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Telephone Relocation
Silver Creek-Finn Rock Section
McKenzie Highway - Lane County
Contract No. 6430 (State Project)
YOUR FILE: 43140

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 13, 1964, have been approved by the State. You are hereby authorized to proceed with this work as of May 8, 1964.

Reimbursement for work performed subsequent to May 8, 1964, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
L. H. Young
C. H. Maison
L. R. Chandler
C. C. Gall
D. J. Sage
P. R. Barnhart

RECEIVED
MAY 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

14

May 28, 1964

Babler Bros. Inc.,
P. O. Box 4629
Portland 2
Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, awarded to you State Highway Contract No. 6430 for the following project:

Grading-paving the Silver Creek-Finn Rock Section of the McKenzie Highway in Lane County.

This award was based on your low bid of $327,754.00 which was submitted to the Commission on May 26, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

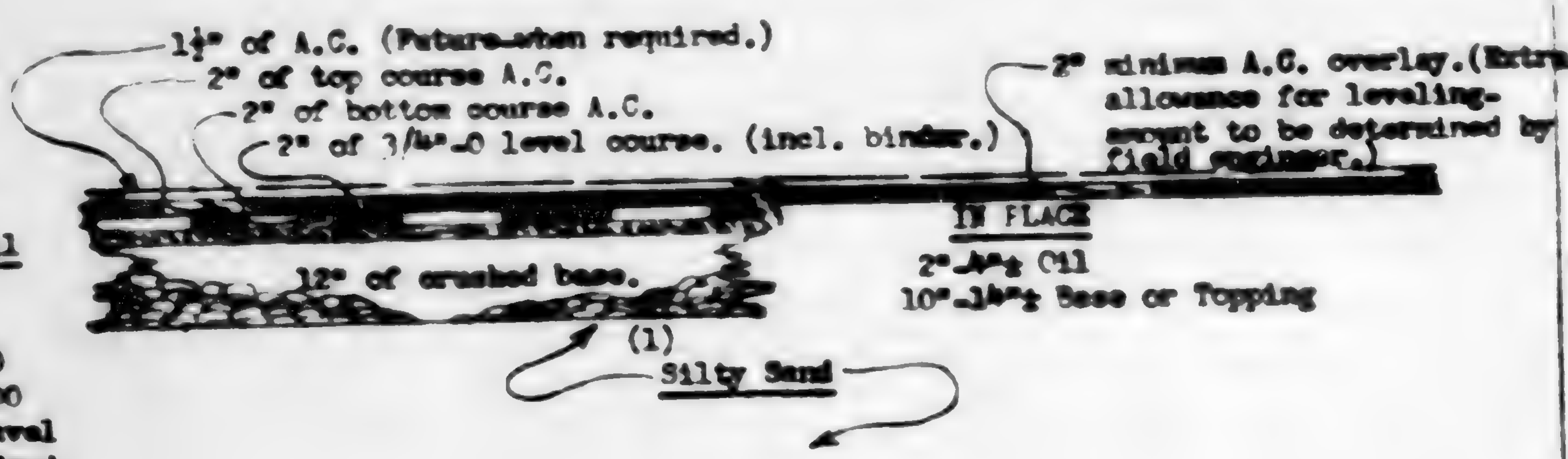
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section SILVER CREEK - FINN ROCK Highway McKENZIE (FA 5) County LANE Profile 20-1467

Res. Engr. H. R. Mayfield Length of Project ___ Miles. Sta. ___ to Sta. ___ Date 4-2-64

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (LOGGING AREA)

NEW WORK | EXISTING ROADWAY


1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (incl. binder.)
12" of crushed base.
(1)
Silty Sand
2" minimum A.C. overlay. (Extra allowance for leveling-amount to be determined by field engineer.)
IN PLACE
2"-3/4"± Oil
10"-1½"± Base or Topping

(1)
Typical Soil
31 LL
0 PI
99 % P10
52 % P200
1 % Gravel
1 % C Sand
46 % F Sand
37 % Silt
15 % Clay
30 "R" Value
(Corrected)
AASHO CLASSIF. - A-4 (4)

Required Base & Surf. Crushed	Required Base & Surf. Not Crushed	Designed Base & Surf. Select. Surf. Allow.	Designed Base & Surf. Base Surf.	
	NEW WORK			
			4 2 12	AC Level Cr Base
18			18	PRESENT
	Future		1½	AC
			19½	FUTURE
	OVER EXISTING ROADWAY			
		SEE SECTION		

1-3-69

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by J.W. Yarbrough
Recommended by F.J. Parker
Construction Engineer
Recommended by G.W. Harig
Approved by
Deputy State Highway Engineer

cc [illegible] State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer.

PAVEMENT TYPE SELECTION

STEVER CREEK-FINN ROCK
McKENZIE HIGHWAY (FA 5)
LANE COUNTY
Prefix 20-1467

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 2000 1980 ADT 4200 % Heavy Vehicles 18
(NOTE: Increase classification one step for heavy logging use)(Logging Area)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual [redacted] Precipitation 66"±

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6 an A.C. wearing surface has been selected.

FEB 6 - 1964

Prefix: 20-1467

LOCATION PROSPECTUS
SILVER CREEK-FINN ROCK SECTION
McKENZIE HIGHWAY
LANE COUNTY

HIGHWAY: McKenzie. State Primary No. 15, Federal-aid Primary No. 5.

TERMINI: The westerly end of the project is at M.P. 33.50, which is 1.61 miles west of Nimrod. The easterly end of the project is at M.P. 38.20, which is 0.08 mile east of Finn Rock.

LENGTH: 4.70 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for minor widening and resurfacing on existing alignment. Routine soils work will be conducted. There are no special drainage problems known to exist. This project is in the 1964 State Construction Budget.

CHARACTERISTICS:

	Present	Projected
ADT	1,900 (1962)	3,600 (1982)
Maximum Grade	3%	3%
Maximum Curvature	14°	10°
Rise and Fall	186.63'	186.63'
Central Angle	523°46'	523°46'

TYPICAL SECTION: 22-foot traveled way with 4-foot shoulders. The existing facility has a maximum of 20 feet of bituminous surface.

BASE DESIGN: Two inches of asphaltic concrete overlay to a top width of 30 feet on existing facility.

MATERIAL SOURCES: Local, State and commercial.

ADDITIONAL FACILITIES: Interchanges, none. Railroad crossings, none. Bridges, none. Existing RCBC and pipes to be utilized.

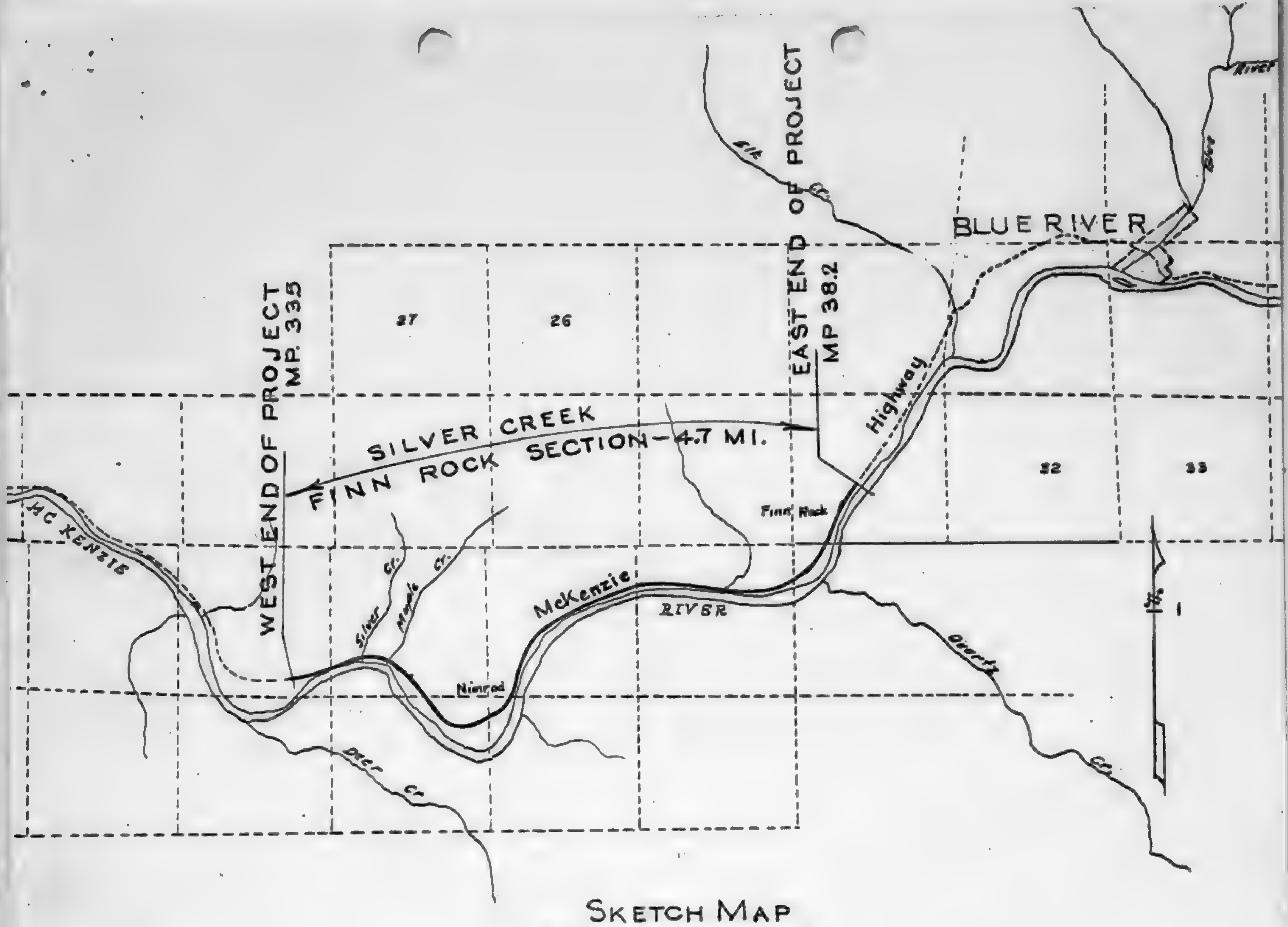
AGREEMENTS: None required.

ACCESS: No changes.

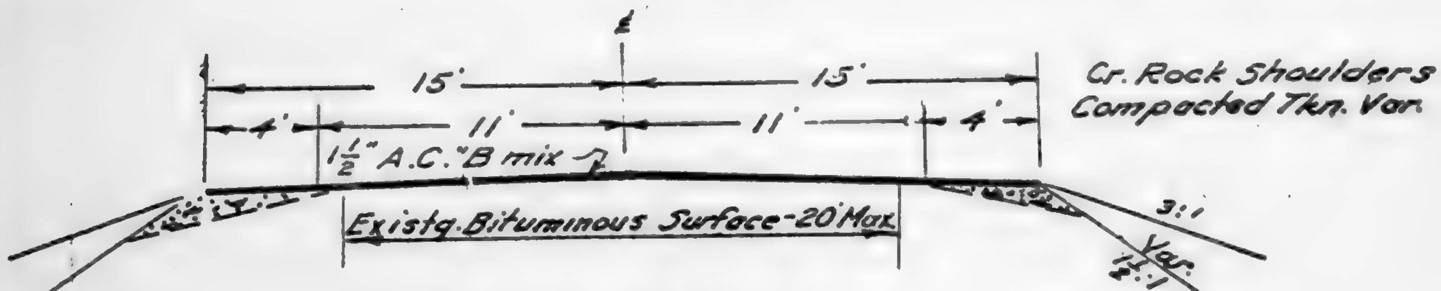
NOTED
FORREST COOPER

STATE PARKS: The highway passes through Howard J. Morton Memorial State Park; approaches to park will be paved. The highway enters the Finn Rock Roadside Rest Area, approaches to be paved.

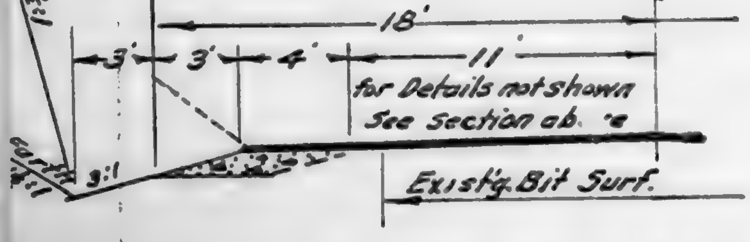
February 3, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young


WEST END OF PROJECT
MP. 33.5
EAST END OF PROJECT
MP 38.2
SILVER CREEK
FINN ROCK SECTION - 4.7 MI.
BLUE RIVER
River
Blue
Elk Cr.
27
26
32
33
Highway
Finn Rock
MC KENZIE
McKenzie
RIVER
Silver Cr.
Maple Cr.
Nimrod
Deer Cr
Quartz Cr.

SKETCH MAP
SCALE: 1" = 1 MILE


℄
15'
15'
4'
11'
11'
4'
Cr. Rock Shoulders
Compacted Tkn. Var.
1½" A.C. "B mix
Existg. Bituminous Surface - 20' Max.
3:1
Var.
1½:1

TYPICAL SECTION


Rock ¼:1
Earth 1½:1
℄
18'
3'
3'
4'
11'
for Details not shown
See Section above
3:1
Existg. Bit Surf.

WIDENING SECTION

SILVER CREEK - FINN ROCK SECTION
McKENZIE HIGHWAY
LANE COUNTY

320-1713 Florence (Harbor, 1st & Nopal 1964
Sts.) Sec. in Florence (Sonte base
#6431 & Paving)

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6431 Prefix 320-1713 Survey Prefix 320-1470

Street Bay, Nopal, First and Harbor Streets

City Florence

Payments to Contractor	$26,759.28
Engineering and Contingencies	1,684.18
Survey	295.25
TOTAL	$28,738.71
Agreed State Share	20,000.00
Agreed City Share	$ 8,738.71
City Advance Deposit	$12,000.00
REFUND DUE CITY	$ 3,261.29

Reference: Outside Billing cc 902

RU:mm

Florence
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 82985

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-27-64	CC 932		320-1713-235

NOTED
R. M. ALLISON

RECEIVED
OCT 27 1964
ENGINEER
COUNTY & CITY DIVISION

City of Florence
City Hall
Florence, Oregon
Att: Clifford Sanders, City Superintendent

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

NOTED
R. H. PRANGE

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Special City Allotment project on Bay, Topal, First, and Harbor Streets, City of Florence. Contract #4131. Covered by agreement dated January 30, 1964 (signed by Secretary 1-30-64).			
Advance Deposit			12,000.00
As per attached statement:			
Final Cost		28,738.71	
Agreed State Share		20,000.00	8,738.71
Agreed City Share			
Refund due City			3,261.29

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request. $ ____________

By ______________________________

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

P. B. [illegible]

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract #6431

Bay, Nopal, First, & Harbor Streets
City of Florence

Payments to contractor (See attached voucher for breakdown)	$26,759.28
Engineering & Contingencies	1,684.18
Preliminary Engineering	295.25
Total	$28,738.71
Agreed State Share	20,000.00
Agreed City Share	$ 8,738.71
City Deposit	12,000.00
BALANCE DUE CITY	$ 3,261.29

Reference: Outside Billing cc-902

RMA:mm
10/26/64

RECEIVED
JUL 30 1964
FOR FILING

[illegible]

[illegible]

July 30, 1964

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

On July 24, 1964, we wrote to you concerning release of final payment on contract #6431, awarded to McKenzie Road & Driveway Co., for stone base-paving the four streets in Florence, Lane County.

Final payment on this contract is $1,293.79 and the total contract amount is $26,759.28. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Tromp & McKinley Agency
260 11th Avenue East
Eugene, Oregon

cc: McKenzie Road & Driveway Co.,
P. O. Box 347
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 22 1964
FOR FILING

July 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 2 on Contract No. 6431. The contract was with McKenzie Road & Driveway Company and was for stone base and paving on the Florence (Harbor, First, Bay, and Nopal) City Street Section in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 22, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING July 3, 1964

SECTION Florence (Four Sts.)

SECTION PREFIX 320-1713

HIGHWAY City Streets

COUNTY Lane

NAME OF JOB Florence (Four Sts.)

KIND OF WORK Stone Base and Paving

CONTRACTOR McKenzie Road & Driveway Co.

CONTRACT NUMBER 6431

FEDERAL AID PROJECT NUMBER State

DATE OF CONTRACT May 28, 1964

DATE WORK STARTED June 22, 1964

ESTIMATED COMPLETION DATE Completed 7-2-64

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 6 SUPERVISION 1

SPECIFIED WORK DAYS Completion 9-1-64

WORK DAYS USED NA

PERCENT OF TIME ELAPSED 56.25

PROJECT AUTHORIZATION $ 29,222.71

ENGINEERING AUTHORIZATION $ 2,078.06

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING $ 27,144.65

ENGINEERING COST TO DATE $ 1,265.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING * $ 26,759.28

PERCENT OF AUTHORIZATION 60.9 %

ESTIMATED PERCENT XXXXX UNDERRUN 1.42 %

DATE PROJECT WAS COMPLETED July 2, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD	
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.33			0.33
MILES PARTIALLY COMPLETED					
MILES COMPLETED		0.33			0.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,900 CY			1,350 ton
TOTAL QUANTITIES CORRECTED TO DATE		2,267.3 CY			1,305.08 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		2,267.3 CY			1,305.08 ton
AVERAGE DAILY QUANTITIES		454			435
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-			-
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK 1 Barber Greene paver, 2 rollers

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Overcast	8	Waiting for cure on binder.
TUESDAY	Cloudy AM Fair PM	0	
WEDNESDAY	Light showers AM Cloudy PM	3	Too wet to pave.
THURSDAY	Cloudy AM Fair PM	0	
FRIDAY	- - -		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity. Waiting for cure on binder.
TUESDAY	Paved base course AC on entire project.
WEDNESDAY	Paved wearing course AC on Harbor and First Streets.
THURSDAY	Paved wearing course AC on Nopal and Bay Streets. This completed contract.
FRIDAY	
SATURDAY	

REMARKS

RC-250 binder was shot on entire project on Saturday, 6-27-64. AC paving started on Tuesday after 72 hour curing period on binder. Work progressed satisfactorily and was completed Thursday PM.

FINAL REPORT.

SIGNED

ADDRESS 1410 Orchard St. Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

[illegible]

City of Florence

P.O. Box 338 *Phone 997-3436* *Florence, Oregon*

NOTED
R. M. ALLISO

June 12, 1964

NOTED
DON H[illegible]

Mr. Frank Morgan
Construction Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Morgan,

Confirming my telephone conversation of this date with Bob Allison of the County-City Relations office, please be advised that the City of Florence is satisfied with, and, will accept, the Berry Creek Construction Company crushed rock for our project on Bay, First, Nopal, and Harbor Streets.

Very truly yours,

Clifford L. Sanders
City Administrator

NOTED

CLS:bob
CC: Division Engineer (Chandler)
Resident Engineer (Gall)
County-City Engineer (Allison)

RECEIVED
JUN 15
ENGINEER
COUNTY & CITY [illegible]

Form A-130

OREG[illegible] HIGHWAY DEPARTM[illegible]

Project Auth[illegible]on and Record of Work Orders

Section Florence (Four Sts.)
Highway City Streets
County Lane
Kind of Work Stone Base and Paving
Contractor McKenzie Road & Driveway Co.
Specified ~~Work Days~~ Completion 9-1-64

Contract No. 6431
F. A. Project No. State
Job Prefix 320-1713
Date of Award 5-28-64
Division Engineer L. R. Chandler
Resident Engineer C. C. Gall

CONSTRUCTION AUTHORIZATION

RECEIVED
JUN 2 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Contract amount		$25,875.75
Additional anticipated items:	Flagging $ 100	
		100.00
Subtotal		$ 25,975.75
Contingencies (4½%)		1,168.90
Construction Engineering (8%)		2,078.06
Subtotal		$ 29,222.71
Credit for maintenance rock		- -
Total original construction authorization		$ 29,222.71

Authorization increases, approved by Commission: $

Total present construction authorization $

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
						NOTED

State Printing

(Continued on reverse side)

FORM E-122
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNE[illegible]IDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 29 1964
FOR FILING

64-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

McKenzie Road & Driveway Co.,
P. O. Box 347
Eugene
Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, awarded to you State Highway Contract No. 6431 for the following project:

Stone base-paving Harbor; First; Nopal Streets in City of Florence, Lane County.

This award was based on your low bid of $25,875.75 which was submitted to the Commission on May 26, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

City of Florence

P. O. Box 338 *Phone 997-3436* *Florence, Oregon*

RECEIVED
MAY 27 [illegible]
ENGINEER
COUNTY & CITY

NOTED
R. M. ALLISON

May 25, 1964

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox,

Enclosed herewith is our check in the amount of $12,000.00 for deposit to cover the costs in excess of the $20,000.00 which the State of Oregon is paying on our project on Bay, Nopal, First and Harbor Streets under the special City Allotment Fund.

Considerable concern has been expressed locally in regards to the completion date of September 1, 1964, as indicated in your call for bids. In the course of planning for this project, special emphasis was placed on the necessity for having this project completed prior to the Independance Day holiday at the latest and preferably sooner. Any action that could be taken to influence the successful bidder to expedite the construction would be highly desirable.

Very truly yours,

Clifford L. Sanders
Clifford L. Sanders
City Administrator

ENCL:
CLS:bob

RECEIVED
MAY 7 - 1964
FOR FILING

Sp Ct Hwy St Fund
#18

May 6, 1964

Mr. Robert R. Graden
City Recorder
City Hall
Florence, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Florence a fully executed copy of an agreement between the State Highway Commission and the City of Florence covering the Special City Allotment project on various streets in Florence.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
R. B. Arensmeier

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

MEMO TO FILES
March 6, 1964

1964 Special City Allotment Project
City of Florence

Florence was visited on February 26, 1964, and the City Superintendent, Clifford Sanders, was contacted concerning coordination of the city's grading, curbing, and drainage and the state project for base and pave on the prepared grade.

Florence is proceeding with its plans and specifications and it was tentatively decided that the state portion of the project could be let at the June 2, 1964, letting.

The City has been requested to keep the Division Engineer informed of its progress so that the necessary plans and specifications may be drawn up and the basing and paving advertised for bids at an appropriate time. To this end the city is requested to furnish contractor's plans and specifications to the Division Engineer when the grading, curbing, and drainage project is advertised.

R M Allison
R. M. Allison, Field Engineer
County and City Division

RMA:mm

cc: L. R. Chandler, Division Engineer
Clifford Sanders, City Superintendent

RECEIVED
FEB 28 1964
FOR FILING

Prefix No. 320-1470

LOCATION PROSPECTUS
FLORENCE CITY STREET SECTION
CITY OF FLORENCE
LANE COUNTY

NOTED
FORREST COOPER

STREET: Bay Street, Napol Street, First Street and Harbor Drive.

TERMINI: Beginning at the easterly line of Maple Street, thence easterly along Bay Street one block to Napol Street, thence northerly along Napol Street one block to First Street, thence easterly along First Street for two blocks to Harbor Drive, thence northerly along Harbor Drive one block to Second Street.

LENGTH: 1,728 feet. 0.34 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for surfacing and paving on existing alignment. Preparation work, to be done by the City, will consist of grading, place select sand subgrade material, construct curb and gutter, adjustment and installation of storm sewers, catch basins and manholes. This project will be constructed with 1964 Special City Allotment Funds.

CHARACTERISTICS: Existing ADT 1,028; projected ADT 1,542. Maximum grade approximately 1 per cent. Mixed city traffic about 10 per cent being heavy duty.

TYPICAL SECTION: 42-foot city street section between city-constructed curbs. This will provide two 11-foot travel lanes with 10-foot parking lanes.

BASE DESIGN: Approved base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	4" Coarse Base
Select Subgrade 12"	4" Credit
Total Depth	13"

MATERIAL SOURCE: To be determined during the survey.

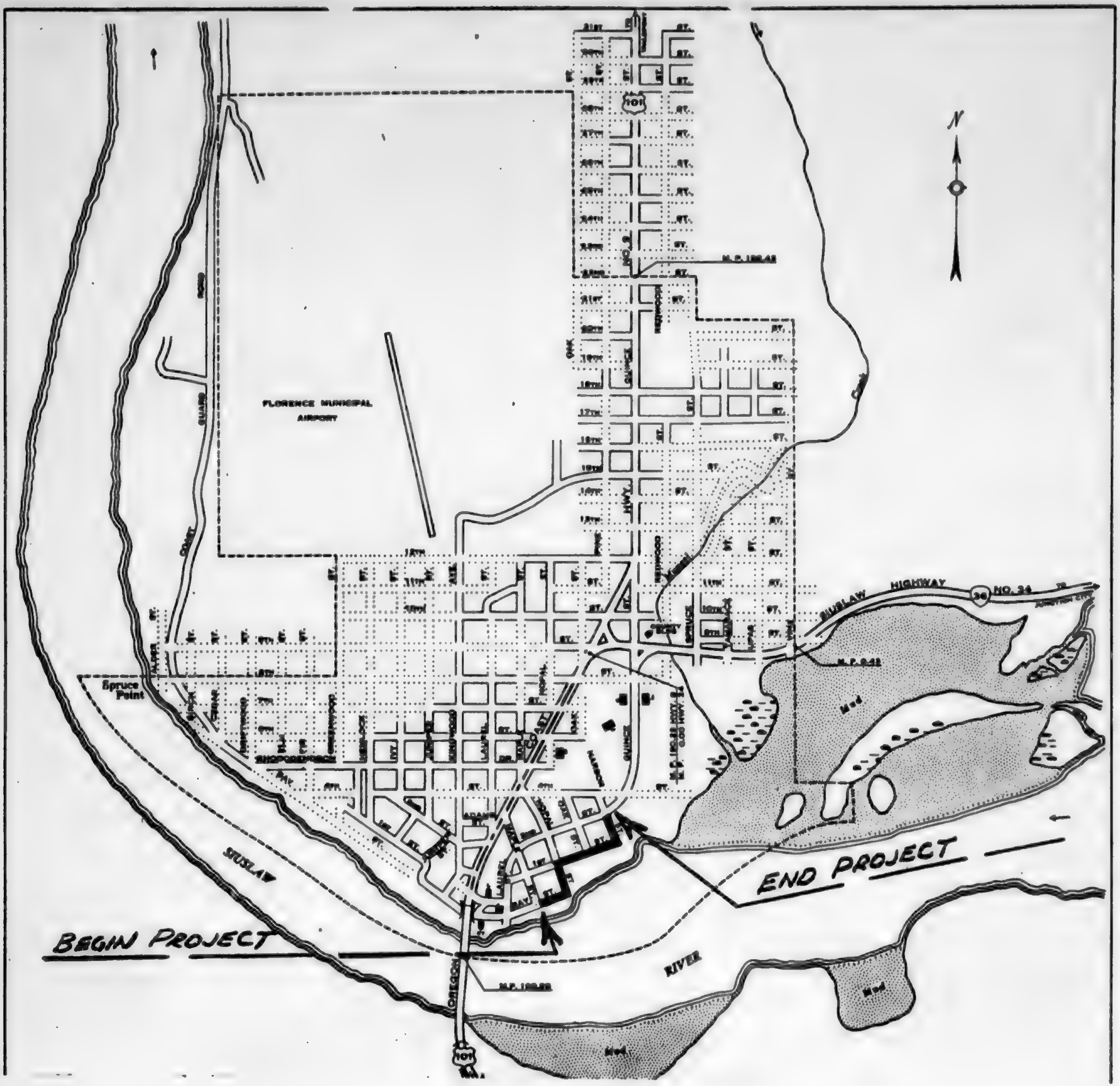
ADDITIONAL FACILITIES: The City of Florence will make adjustments for water mains and all arrangements for required utility adjustments. There are no railroads or major stream crossings.

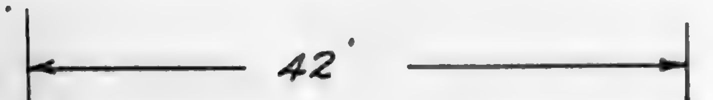
AGREEMENTS: Routine negotiations with Florence for a Special City Allotment Project.

PARKS: There are no public or State parks affected.

February 21, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

[illegible]


N
FLORENCE MUNICIPAL AIRPORT
SIUSLAW HIGHWAY NO. 36
Spruce Point
SIUSLAW RIVER
BEGIN PROJECT
END PROJECT
Mud
101



TYPICAL SECTION

PROSPECTUS MAP
FLORENCE CITY STREET SEC.
CITY OF FLORENCE
LANE COUNTY

Scale 1" = 1600'
1964

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

January 21, 1964

Mr. Clifford L. Sanders
City Administrator
City Hall
Florence, Oregon

Dear Mr. Sanders:

Receipt of your letter of January 16, 1964, concerning the status and proposals for the accomplishment of street improvements in Florence on Bay, Harbor, Nopal and First Streets is acknowledged.

You are advised that the project proposed for Florence has been recommended for approval of the Highway Commission and will come up for consideration at the Commission meeting scheduled for January 30, 1964.

In reference to the questions which you have posed in the event your project is approved, the following answers are submitted:

(1) Engineering may be done by City. Enclosed is a copy of the approved base design which will govern the surfacing on the project. Plans and specifications will be subject to approval by the State Highway Engineer or his designated representative.

(2) State Highway Department will advertise for and award bids on their portion of the project, i.e., base course, level course, and paving, and will conduct the construction of that portion of the work. City may call for bids and award the contract for City's portion of work, i.e., all work except base course, level course, and paving, and supervise the construction thereof.

(3) Should City desire to call for and award bids on their portion of the reconstruction, the State Highway Department will time their contract award so as to permit the State's contractor to move in upon completion of City's project.

(4) State funds will be available as of the date of approval of the project by the Highway Commission. The work would be accomplished during the summer of 1964 as plans and specifications become available.

Should City desire to accomplish their portion of the project separately, the following sequence of events would appear to be practical:

(a) Approval of City's plans and specifications by State Highway Engineer.

(b) Award of contract by City on City's share of project.

(c) Establishment of reasonably firm completion date of City's project.

(d) Award of contract by State Highway Department on base course, level, and paving to begin upon completion of City's share of construction.

In summation, the City of Florence may contract and conduct their portion of the proposed project subject to the approval of the plans and specifications by the State Highway Engineer and assuming the application of recognized engineering principles and practices by city engineering forces. The State will contract and conduct their portion of the project. Should the City of Florence so desire, the State Highway Department will prepare plans and specifications and will contract the entire project. In any event, all costs in excess of $20,000 must be borne by the City.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RMA:mm

cc: L. R. Chandler
J. E. Morelock
Virgil O'Neil
Frank Hall

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED REVISED

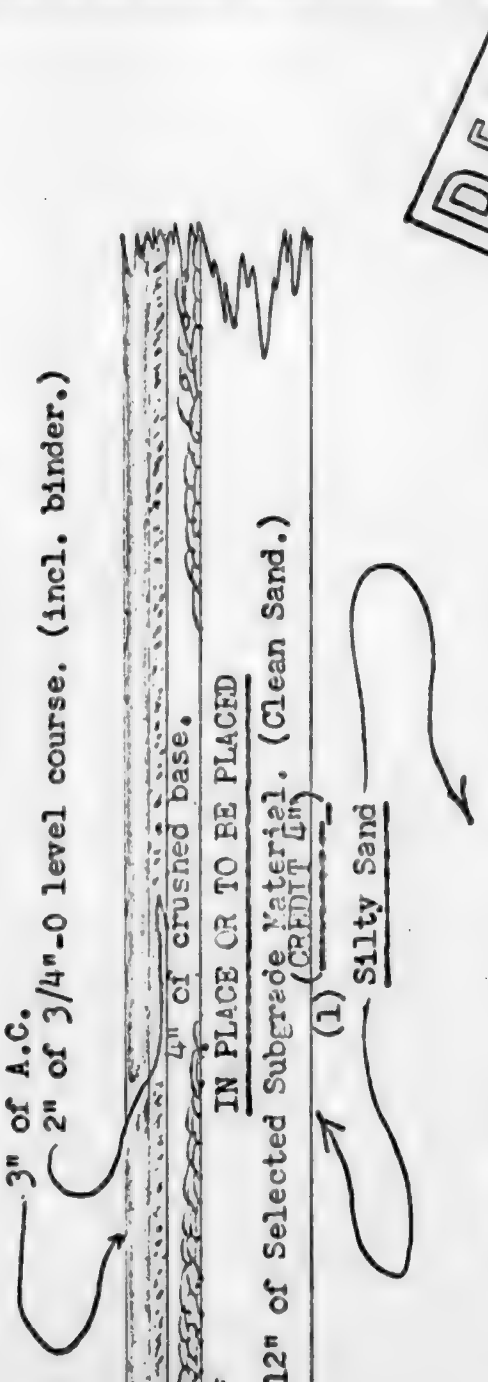
Section HARBOR, 1ST, NOPAL, AND BAY STREETS

Highway CITY OF FLORENCE No. County LANE Prefix

Co. Engr. Length of Project Miles. Sta. Inter. Harbor St. with 2nd St. Sta. Bay St. at Inter. with Maple St. Date 11-12-63.

TYPICAL SECTIONS Traffic Classif. - MEDIUM HEAVY

RECEIVED
NOV 20 1963
ENGINEER
COUNTY & CITY DIVISION


3" of A.C.
2" of 3/4"-0 level course. (incl. binder.)
4" of crushed base.
IN PLACE OR TO BE PLACED
12" of Selected Subgrade Material. (Clean Sand.)
(CREDIT 4")
(1)
Silty Sand

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
12"	SSM	=	3 2 4 4	AC Level Cr Base CREDIT
12½			13	

(1)
Typical Soil

38	LL
0	PI
83	% P10
18	% P200
16	% Gravel
52	% F Sand
14	% C Sand
16	% Silt
2	% Clay
80	"R" Value (Corrected)

AASHO CLASSIF. - A-2-4 (0)

Note:
Revised Project Base Design submitted to change wearing surface from an 0-11 Cil Mat to A.C.
Original approved 7-9-62.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by Staff Assistant

Recommended by Asst Construction Engineer

Recommended by Engineer of Materials

Approved by Asst. ~~Deputy~~ State Highway Engineer

cc Dist. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

County-City (2)

PAVEMENT TYPE SELECTION

HARBOR, 1ST, NOPAL AND BAY STREETS
CITY OF FLORENCE
LANE COUNTY

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM-HEAVY Present Average ADT 1028 1980 ADT 1542 % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual ~~Rainfall~~ Precipitation 80"±

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an A.C. wearing surface has been selected.

6-10-63

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Florence is an incorporated city of the State of Oregon and has a population of 1642 as given by the latest official census; and

WHEREAS, the following streets of said city, one (1) block of Harbor, between First and Second; two (2) blocks of First, between Harbor and Nopal; one (1) block of Nopal, between First and Bay, and; one (1) block of Bay, between Nopal and Maple, are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

RECEIVED
JUN 18 1963
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Florence does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Engineer as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of JUNE, 1963.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

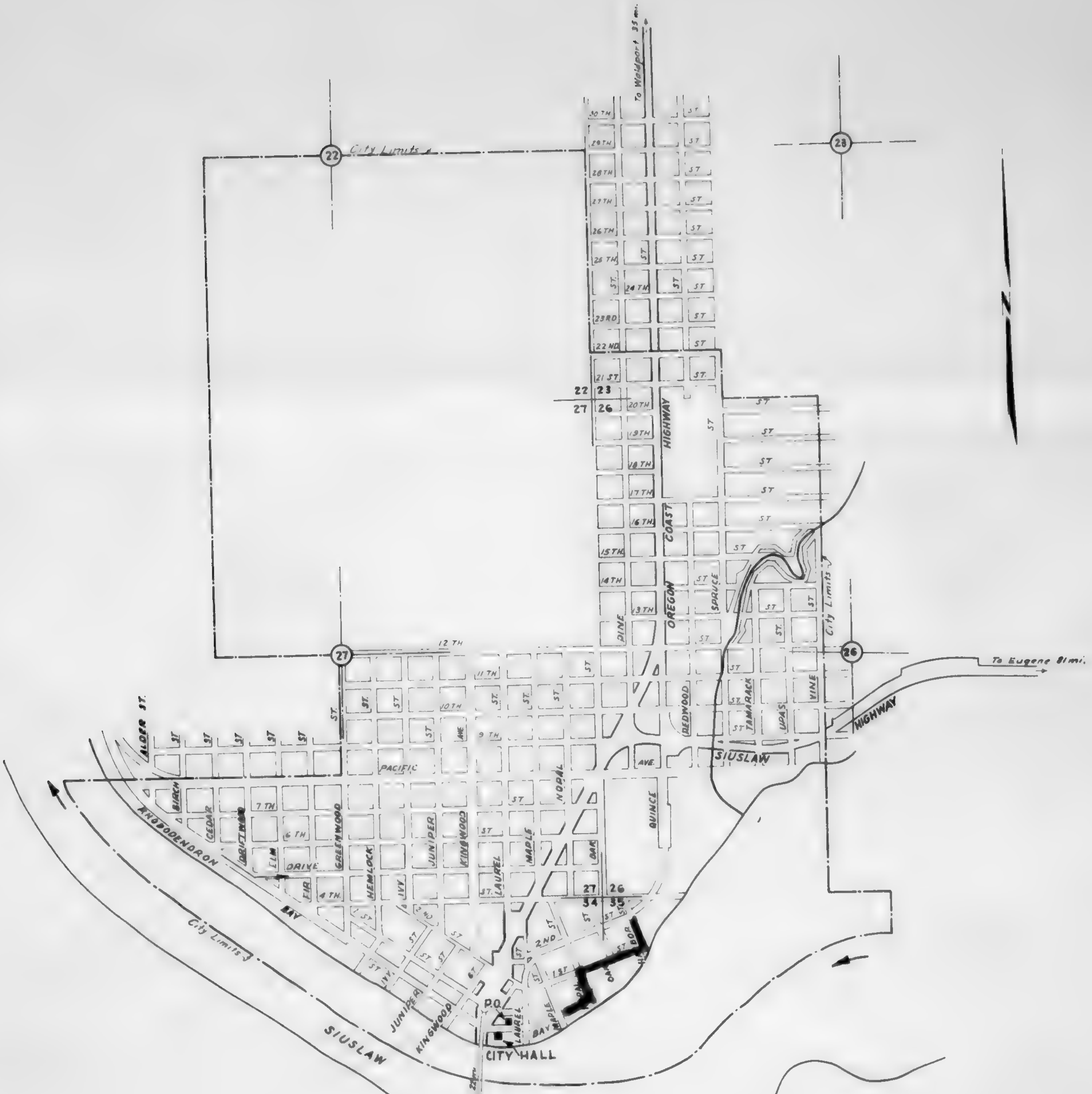
---- -------------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Florence, Oregon at a regular or special meeting of said Council, held on the 10th day of June, 1963, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10th day of June, 1963.

Robert R. Graden

Robert R. Graden
City Recorder


To Waldport 35 mi.
30TH
29TH
28TH
27TH
26TH
25TH
24TH
23RD
22ND
21 ST
20TH
19TH
18TH
17TH
16TH
15TH
14TH
13TH
12TH
11TH
10TH
9TH
7TH
6TH
4TH
2ND
1ST
ST
City Limits
22
23
27
26
34
35
28
HIGHWAY
COAST
OREGON
PINE
SPRUCE
REDWOOD
TAMARACK
UPAS
VINE
City Limits
To Eugene 81 mi.
HIGHWAY
SIUSLAW
AVE.
QUINCE
NOPAL
OAK
MAPLE
LAUREL
KINGWOOD
JUNIPER
IVY
HEMLOCK
GREENWOOD
FIR
ELM
DRIVE
DRIFTWOOD
CEDAR
BIRCH
ALDER ST.
PACIFIC
AVE
RHODODENDRON
BAY
BAY
P.O.
CITY HALL
City Limits
SIUSLAW
RIVER
To Reedsport 22 mi.
N

FLORENCE

LANE COUNTY

T.18S., R.12W., W.M.

Scale in Feet

0 800 1600

9-9-57

20-4222 Salmon Cr. Br. & Barnard Br. 1964
over Willamette River, Old Willamette River Hwy. (Clean & Paint)
#6432

OCT 28 1964

6432

October 26, 1964

Great American Insurance Co.,
Wells-Read-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On October 9, 1964, we wrote to you concerning release of final payment on contract #6432, awarded to William A. Efraimson, for maintenance painting the Salmon Creek & Barnard Bridges on the Willamette Highway in Lane County.

Final payment on this contract is $8,324.20 and the total contract amount is $21,242.70, including $72.70 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

cc: Mr. William A. Efraimson
947 Malden Street
Portland, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
October 15, 1964

SUBJECT:
Lttr. 10-13-64
A.A. Rear, Ass't. Br. Engr.
Investigate Complaint-
Contr. 6432

To: Mr. E.G. Ricketts
Assistant Bridge Engineer
Oregon State Highway Department
Salem

Contacted Lawrence D. Hills, Mayor of Oakridge, and made an appointment to look over job sites with him Tuesday at 10:00 A.M. It became apparent that the arrangement between the contractor, Wm. A. Efraimson and the laborer he had hired locally to finish the clean-up of the job sites had not been completely effective.

I was able to contact Mr. Efraimson that afternoon and he said he would be down from Portland that evening or tomorrow morning to complete the clean-up as he had promised on the basis of his previous agreement. He would, he said, contact Mr. Hills before leaving Oakridge.

I was contacted by both Mr. Hills and Mr. Efraimson Wednesday and they reported that the condition of these job sites was now satisfactory.

I made my final check of the job sites Thursday morning and we have accordingly prepared and will now submit the final estimate and related material which had been held here.

E H Jones
Ellis H. Jones
Resident Bridge Engineer

EHJ:brj

Attachments (2)

NOTED
E. G. RICKETTS

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 16 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
D. MERCHANT

A

RECEIVED
OCT 7 - 1964
FOR FILING

6432

October 6, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 2 on Contract No. 6432. The contract was with William A. Efraimson and was for maintenance painting of the Salmon Creek and Barnard Bridges on the Willamette Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on October 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

AUG 18 1964

FOR FILING

6432

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1964

To: Mr. D.B. Parkes
Office Engineering
BUILDING

SUBJECT: Salmon Creek and Barnard Bridges
Maintenance Painting
Contract No. 6432

Work on this contract started August 12, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: F.A. Query

NOTED
FLOYD QUERY

RECEIVED
MAY 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

64:2

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

Mr. Wm. A. Efraimson
947 SE Malden Street
Portland
Oregon

Dear Sir:

The State Highway Commission on May 28, 1964, awarded to you State Highway Contract No. 6432 for the following project:

> Cleaning-painting the Salmon Creek Bridge and Barnard Bridge over Willamette River on the old Willamette River Highway in Lane County.

This award was based on your low bid of $21,170.00 which was submitted to the Commission on May 26, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

124-1612 Salem Traffic Signals, State 1964
St. at 23rd, Silver Cr. Falls
#6433 Hwy.

04A 2704

RECEIVED
OCT 15 1964
FOR FILING

October 15, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 28, 1964, we wrote to you concerning release of final payment on contract #6433, awarded to Electric Corp., for traffic signal installation on the 23rd Street Jct. (Salem) of the Silver Creek Falls Secondary Highway in Marion County.

Final payment on this contract is $4,341.00 and the total contract amount is $4,341.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Electric Corp.,
P. O. Box 266
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 25 1964
FOR FILING

6433

September 25, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 15 on Contract No. 6433. The contract was with Electric Corporation and was for a traffic signal installation at State Street and 23rd Street (Salem) on the Silver Creek Falls Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 25, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
SEP 1 4 1964

FOR FILING   SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1964

SUBJECT:

To: Mr. D. B. Parkes
Office Engineering

Electric Corporation started work on Contract No. 6433, traffic signal installation, State Street at 23rd (Salem) on the Silver Creek Falls Highway in Marion County on September 8, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: F.A. Query

RECEIVED
MAY 29 1964

FOR FILING

FORM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

1012

6433

May 28, 1964

Electric Corporation
P.O. Box 266
Salem, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964 awarded to you State Highway Contract No. 6433 for the following project:

Traffic Signal installation on State St. at 23rd on Silver Creek Falls Highway in Marion County.

This award was based on your low bid of $4,265.00 which was submitted to the Commission on May 26, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rm

cc:
Frank Morgan
L.H. Young
R.G. Savage (LAC)
I.D. Mercham

RECEIVED
MAY 13 1964

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

[illegible]
[illegible]

Salem, Oregon
May 12, 1964

Traffic Signal Agreement
Silver Creek Falls Hwy. (State Street
at 23rd St.)
City of Salem

Mr. H. S. Cox
County & City Engineer
Office

1806
1449
2259

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an agreement with the City of Salem covering installation of a traffic signal at State and 23rd Street in Salem, on the Silver Creek Falls Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Salem, Oregon.

Secretary

RECEIVED
APR 21 1964
FOR FILING
[illegible]
[illegible]

April 21, 1964

Oregon State Highway Commission

Gentlemen:

Traffic conditions on State Street in the city of Salem have increased to a point that a heavily used school crosswalk has become unsafe. State Street is a part of the Silver Creek Falls Secondary Highway No. 163.

It is recommended that a traffic signal be installed at this location. The estimated cost is $6,500. The City of Salem has agreed to accept 50 per cent of the cost of installation and assume the cost of maintenance and power consumption of the said signal. We recommend your approval of the standard agreement.

This matter will be on the agenda for the meeting April 23.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison

TE:jw bbc

RECEIVED
APR. 7 1964
FOR

DW 1612

6438

City of Salem, Oregon

SALEM
ALL AMERICA CITY

Department of Public Works
City Hall, Salem, Oregon
April 1, 1964

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Building
Salem 10, Oregon

1806
249

Re: 23rd & State Signal

Dear Mr. Edwards:

Reference is made to your letter of February 10, 1964 relative to the installation of a semi-actuated type traffic signal at the intersection of 23rd and State Streets at an estimated cost of $6,500.

Please be advised that the City Council, at its March 23 meeting, did authorize this signal to be installed on a fifty-fifty cooperative basis between the State and the City.

You may proceed with this matter at your convenience.

Yours truly,

B. T. VanWormer
B. T. VAN WORMER
Director of Public Works

WES:ps
cc: D. W. Ayres, City Mgr.
Wm. Stark, Traffic Engr.

NOTED
TOM EDWARDS

Copy to
Crandall
4-6-64

RECEIVED
1964
OFFICE OF
STATE HIGHWAY ENGINEER

WASH
PACIFIC OCEAN
OREGON
CALIF

OREGON'S CAPITAL CENTER OF INTERGOVERNMENTAL "MASSIVE" COOPERATION

RECEIVED
FEB 10 1964

FOR FILING

February 10, 1964

Mr. D. T. VanWormer
Director of Public Works
City Hall
Salem, Oregon

1800
1949

Dear Mr. VanWormer:

Further study for the need and future operation of traffic signals in the vicinity of 23rd and State Streets has indicated that a semi-actuated type of signal at the intersection proper would be the most appropriate equipment to install, both for pedestrians and vehicles.

If you concur, we will take the necessary action so that the project can be programmed for contracting at the earliest possible date. The estimated cost is $6,500.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
R. D. Asburry

LEG:sm jw

RECEIVED
FEB 10 1964
FOR FILING

[illegible]

[illegible]

February 5, 1964

[illegible]
1949

Mr. Raymond A. Sieber, President
Richmond School P.T.A.
888 Ford Street, S. E.
Salem, Oregon

Dear Mr. Sieber:

The history of the intersection of 23rd and State Streets is a rather long and difficult one. By law and by policy, the Highway Commission has long dealt only with cities. Signals are installed on a fifty-fifty cooperative basis when conditions warrant. By past history, minimum warrants have been established below which installation of signals is not recommended.

Pedestrian counts have been made at this location and I am somewhat surprised with the large number of pedestrians to which you refer, as the count of pedestrians crossing State Street at this intersection during the hours the children normally would be going to and from school is less than 20.

Our Traffic Division and the City of Salem are currently studying the installation of a signal at this intersection and it is our belief that an agreement can and will be reached for such an installation, even though minimum warrents are not met.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Mr. William E. Stark
City Traffic Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall } Enc.
R. D. Asburry }

REFERRED TO

[illegible]

BY [illegible]

[illegible]

888 Ford St., S.E.
Salem, Oregon
January 21, 1964

Mr. Forrest Cooper, Engineer
Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon

Dear Mr. Cooper:

We of Richmond School P.T.A., feel that the crosswalk situation at 23rd and State streets of the city of Salem, is of the utmost urgency. We attended a meeting in Room 406 of Salem City Hall, conducted by the Citizens' Advisory Traffic Council, which has communicated with your office.

It is evident to us from your report passed to us by the Citizens' Advisory Traffic Council, that the exact nature of our extremely dangerous situation with the children of Richmond School living north of State St., was not adequately described in detail to you.

We of Richmond P.T.A. are taking the liberty of writing you in respects to this hazardous condition:

(1) State Street at this location is a 4-traffic lane street without a parking lane. Also, this street has a curb sidewalk which necessitates children to proceed directly into the traffic lane to halt traffic. The traffic will absolutely not stop with the children standing on the curb.

(2) There exists no stop street (sign or light) from the city limits to 17th Street, which happens to also be the first thru street. This, in turn, induces excessive speeds, both inbound (west) and outbound (east). The fact that there is no thru street in this vicinity in turn creates this unique situation.

(3) The law so allows that cars traveling in the lanes opposite from the side entered by the child need not stop until the child approaches the center of the street.

(4) Cars turning east from 23rd Street add to the hazard. Because of the extremely blind exit from 23rd Street, the driver is excessively preoccupied with the flow of vehicular traffic on State Street which distracts his attention to the crosswalk.

In regards to the survey report made to the Citizens' Advisory Traffic Council, we fully realize that the vehicle traffic onto or leaving State Street is nominal and presents no hazard. This, we regret. For as we indicated, if there were a cross street at this vicinity, there would be traffic lights and consequently no problem.

As to the children using this crosswalk, we take issue with your figures. They do not represent the true perspective. In rainy months some children are driven to school. However, many are driven because of the extreme hazard of safely crossing State Street. According to the Richmond School directory, there are 114 children who live north of State Street. These cross State Street at least twice daily, and those who return home for lunch, four times daily.

The present crosswalk at 23rd and State streets is centrally located for the children living north of State. Only a few streets in this area cross Mill Creek and a light at any of the other intersections would necessitate the children walking considerable distance east and west. A light at 23rd would also assist traffic entering State Street at other intersections.

Frankly, gentlemen, we are scared. It is our feeling that this situation is imperative. We are determined and convinced that nothing short of a stop light, an overhead or underground crossing, can alleviate the lethal situation at this crossing.

We shall not be discouraged nor stopped by evasive action. The lives of children of our immediate community are being endangered every day. This we cannot tolerate and will put forth every effort to achieve our purpose. We urge you to carefully consider the facts and to act to alleviate this siutation.

Richmond P.T.A. would be glad to meet with you at your convenience to answer any questions you may propose to us. Meanwhile, we shall all pray that a student of Richmond School does not become one of your statistics.

Respectfully yours,

Raymond A. Sieber

Raymond A. Sieber, President
Richmond School P.T.A.

RAS:ms
cc: Citizens' Advisory Traffic Council
Attn: Mr. Wm. Stark
Dept. of Public Works
City Hall, Salem, Oregon

RECEIVED
JAN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 5 - 1964

FOR FILING

[illegible]
[illegible]
[illegible]

February 4, 1964

,949

Mr. B. T. VanWormer
Director of Public Works
City Hall
Salem, Oregon

Attention Mr. William E. Stark

Dear Sir:

This will acknowledge your letter of January 21 regarding means of traffic control to accommodate school children crossing State Street (OR#22) in the vicinity of 23rd Street.

We appear to be in agreement that full-scale intersectional signalization at 23rd and State is not warranted, and that in lieu thereof a mid-block pedestrian-actuated signal on State Street in the vicinity of 23rd should be installed as a means of caring for the school crossing situation.

It is our understanding that this would be a cooperative installation wherein the State and City would share equally in the capital installation costs, with the City committed to care for maintenance and power consumption. It is suggested that in lieu of installation by contract that we work out an equitable contribution of materials and labor on the part of the City and State as will approximate the 50-50 cooperative installation costs. Presuming this manner of handling meets with your approval, we will proceed with a detailed cost estimate and suggested sharing thereof for submission to you at a subsequent date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
R. D. Asburry

FBC:njc jw

SALEM
ALL AMERICA CITY

City of Salem, Oregon

Department of Public Works
City Hall, Salem, Oregon
January 21, 1964

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Bldg.
Salem 10, Oregon

Dear Mr. Edwards:

On January 16, 1964, the Citizens Advisory Traffic Council met with representatives of the Richmond School Parent-Teacher Association in response to their request for a traffic signal at the intersection of State Street (Ore. 22) and Twenty-third in Salem.

Your letter of January 2, 1964, expressing the belief that traffic signals are not justified, was discussed with this group. Admittedly, based on the past accident experience and the current traffic volumes, the minimum warrants for signalization are not satisfied at this intersection.

It was pointed out that the major problem on State Street is one in which vehicles stop for the crosswalk in one lane while traffic continues to flow in the adjacent lane. This is particularly hazardous at a school crossing since small children have a tendency to dart across the street as soon as one vehicle stops.

It was the feeling of the Citizens Advisory Traffic Council that there is some justification for a school crossing signal at this location because of the aforementioned hazard. Furthermore, students now crossing at 25th and State Streets could also utilize this crossing.

It is our opinion that a mid-block pedestrian actuated signal located in the vicinity of Twenty-third and State Street would provide better protection for the students than the existing "Crosswalk" sign and flasher. Your reconsideration of this matter will be greatly appreciated.

Yours truly,

B. T. Vanwormer
B. T. VAN WORMER
Director of Public Works

BY: Wm E Stark
Wm. E. Stark, Division Engr.

Crandall
RD

RECEIVED
JAN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

WES:ps

OREGON'S CAPITAL — CENTER OF INTERGOVERNMENTAL "MASSIVE" COOPERATION

RECEIVED
JAN 24 1964
TRAFFIC ENGINEERING

RECEIVED
JAN 3 1964

FOR FILING

[illegible]

January 2, 1964

Mr. William E. Stark
City Traffic Engineer
City Hall
Salem, Oregon

Dear Mr. Stark:

On December 3 you wrote to this office concerning a request from local residents for the installation of traffic signals at the intersection of State Street (ORE22) and 23rd Street in Salem.

We have investigated this location. During the past five years and nine months there were only three reported accidents which might have been prevented by traffic signals. Traffic volumes on 23rd Street are low and during a 16-hour count taken on December 17 and 18, 1963, only 149 pedestrians crossed State Street.

Based upon the results of this investigation, it is not believed that the installation of traffic signals is justified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
R. D. Asburry
Roger Trygstad

VPJ:pk jw

124-71 T

FORM E-30X 90M 2-63 49808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1963

SUBJECT: Traffic Signal Warrant Investigation
State Street at 23rd Street
Salem
ORE 22, Hwy. #163, M.P. 1.01
Assignment 1806 - TE

To:
Mr. Val P. Johnson
Traffic Control Engineer
Department

This is in regard to a request the City of Salem made that we investigate the subject location to determine if a traffic signal was needed.

There is attached a 16-hour vehicular and pedestrian count, a collision diagram, typical views, and a signal warrant data sheet.

Twenty-third Street intersects State Street in a "T" type intersection. State Street at this point is 44 feet in width and has four lanes of traffic. Parking is prohibited on both sides of State Street. There is a painted crosswalk across State Street, with an overhead "CROSSWALK" sign with a flasher. There is a 30 MPH speed zone on State Street.

A 16-hour pedestrian and vehicular count was made at the subject intersection on December 17 and 18, 1963. The factored 24-hour vehicular volume entering this intersection was 11, 943 vehicles, with 11,566 vehicles or 97% of the total entering from State Street. During the 16-hour count, 129 pedestrians were observed crossing 23rd Street and 149 pedestrians were observed crossing State Street. Forty-seven of the pedestrians crossed State Street between 8A.M. and 9A.M. and 52 pedestrians crossed between 3P.M. and 4P.M.

There were 9 reported accidents at the subject intersection during the 5 year, 9 month period from January 1, 1958 to September 30, 1963. There were no fatalities, but 3 persons were injured. The accidents consisted of 4 rear-end, 2 turning movements, 1 parking and 2 pedestrian accidents. Both pedestrian accidents occurred while the pedestrians were crossing 23rd Street. During the last 12 months there was 1 accident which could have been prevented by signalization.

(Continued)

124-71T
1806-TE

As can be seen from the attached signal warrant data sheet, none of the standard warrants for signalization are met. The minimum pedestrian volume warrant which the City was most interested in meets only 12% of the necessary crosswalk volume.

Based on the signal warrant data and the physical conditions, it is felt that a traffic signal is not warranted at the subject intersection.

For R. D. Asburry
Division Engineer

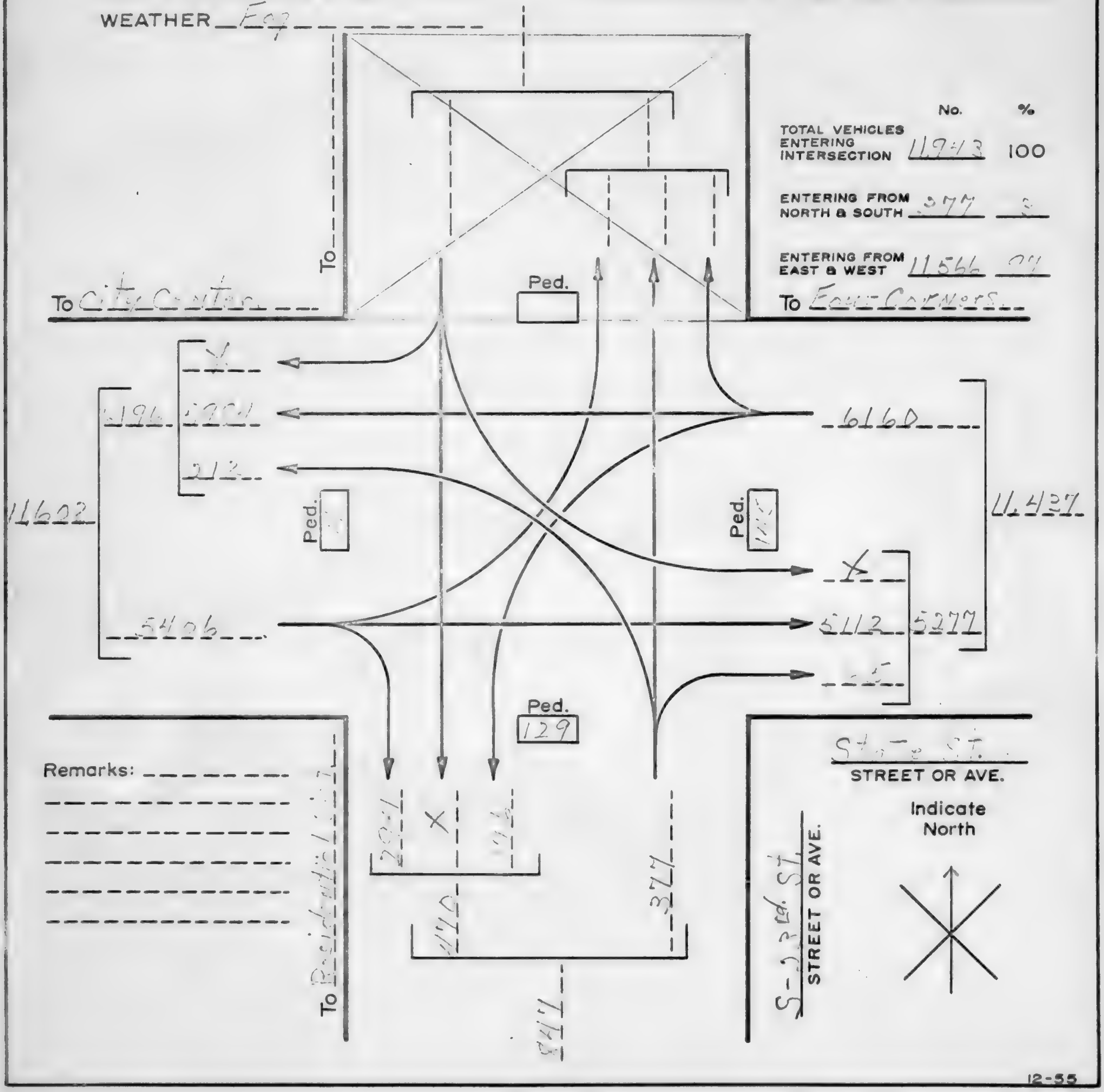
RDT:jc
Enc.
cc: Mr. F. T. Lacey

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE [illegible]
DAY OF WEEK [illegible]
ACTUAL COUNT (VEH.) 8 HRS.
HOURS COUNTED [illegible]
PEDESTRIAN COUNT 8 HRS.
HOURS COUNTED [illegible]
WEATHER Fog

CITY OF Salem
INTERSECTION OF S-23rd
AND State St.
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles.

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11943	100
ENTERING FROM NORTH & SOUTH	377	3
ENTERING FROM EAST & WEST	11566	97


To
To City Center
To Four Corners
Ped.
X
6196
5984
212
11622
5406
Ped.
Ped.
6160
11,437
X
5112
5277
165
Ped.
129
To Residential
201
X
440
377
817
State St.
STREET OR AVE.
S-23rd. St.
STREET OR AVE.
Indicate North

Remarks:

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date [illegible] 17 & 18 1943
Day of week Tues & Wed.
Hours counted
Weather
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS																
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
A. M.	6:00– 7:00							[illegible]	[illegible]	[illegible]	6			[illegible]	[illegible]	5	226	[illegible]
	7:00– 8:00							[illegible]	[illegible]	[illegible]	[illegible]			896		[illegible]	[illegible]	[illegible]
	8:00– 9:00							[illegible]	[illegible]	[illegible]			[illegible]	734	[illegible]	[illegible]	[illegible]	
	9:00–10:00							[illegible]	[illegible]				[illegible]	520	13	3	[illegible]	
	10:00–11:00							[illegible]	[illegible]		[illegible]	[illegible]		629	19	[illegible]	[illegible]	[illegible]
	11:00–12:00							[illegible]	[illegible]					[illegible]	[illegible]	[illegible]	[illegible]	
P. M.	12:00– 1:00							[illegible]	[illegible]		[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	1:00– 2:00							[illegible]						[illegible]	[illegible]		[illegible]	
	2:00– 3:00													[illegible]	[illegible]		[illegible]	[illegible]
	3:00– 4:00							[illegible]						[illegible]	[illegible]		[illegible]	[illegible]
	4:00– 5:00							[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	5:00– 6:00													[illegible]		[illegible]		
	6:00– 7:00													[illegible]	[illegible]			
	7:00– 8:00								[illegible]					[illegible]		[illegible]	[illegible]	
	8:00– 9:00													[illegible]	[illegible]		[illegible]	
	9:00–10:00													[illegible]			[illegible]	[illegible]
	10:00–11:00																	
	11:00–12:00																	
A. M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total							[illegible]	[illegible]				[illegible]	[illegible]	[illegible]		[illegible]	
	-Hour total							[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	-Hour total																	
	Control																	
	Factor																	

Tabul
Compu
Check
Check

[illegible] St. is North and South

[illegible] St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Salem
Intersection S-23rd + State St
Station number
Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
1			[illegible]	[illegible]	5	[illegible]	[illegible]		228	228	[illegible]				1
[illegible]			896			[illegible]			881	879	[illegible]		1		3
		[illegible]	734		[illegible]	[illegible]			[illegible]	718	[illegible]		[illegible]		13
			520	13	3	[illegible]			[illegible]	510	21		1	1	2
			627	17		[illegible]			[illegible]	[illegible]	[illegible]			1	6
			[illegible]			[illegible]			[illegible]		[illegible]		[illegible]	1	7
[illegible]				[illegible]					[illegible]						[illegible]
				[illegible]							21		10		19
				[illegible]		[illegible]							[illegible]		7
			[illegible]	[illegible]		[illegible]			[illegible]		[illegible]		[illegible]		[illegible]
[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]			[illegible]		17
			[illegible]										[illegible]		[illegible]
			[illegible]								[illegible]				[illegible]
			[illegible]								[illegible]		[illegible]		[illegible]
			[illegible]												[illegible]
						[illegible]					[illegible]				
[illegible]		12	[illegible]	[illegible]					[illegible]						
[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	4	[illegible]

th

st

Tabulated by

Computed by

Checked by

Checked by

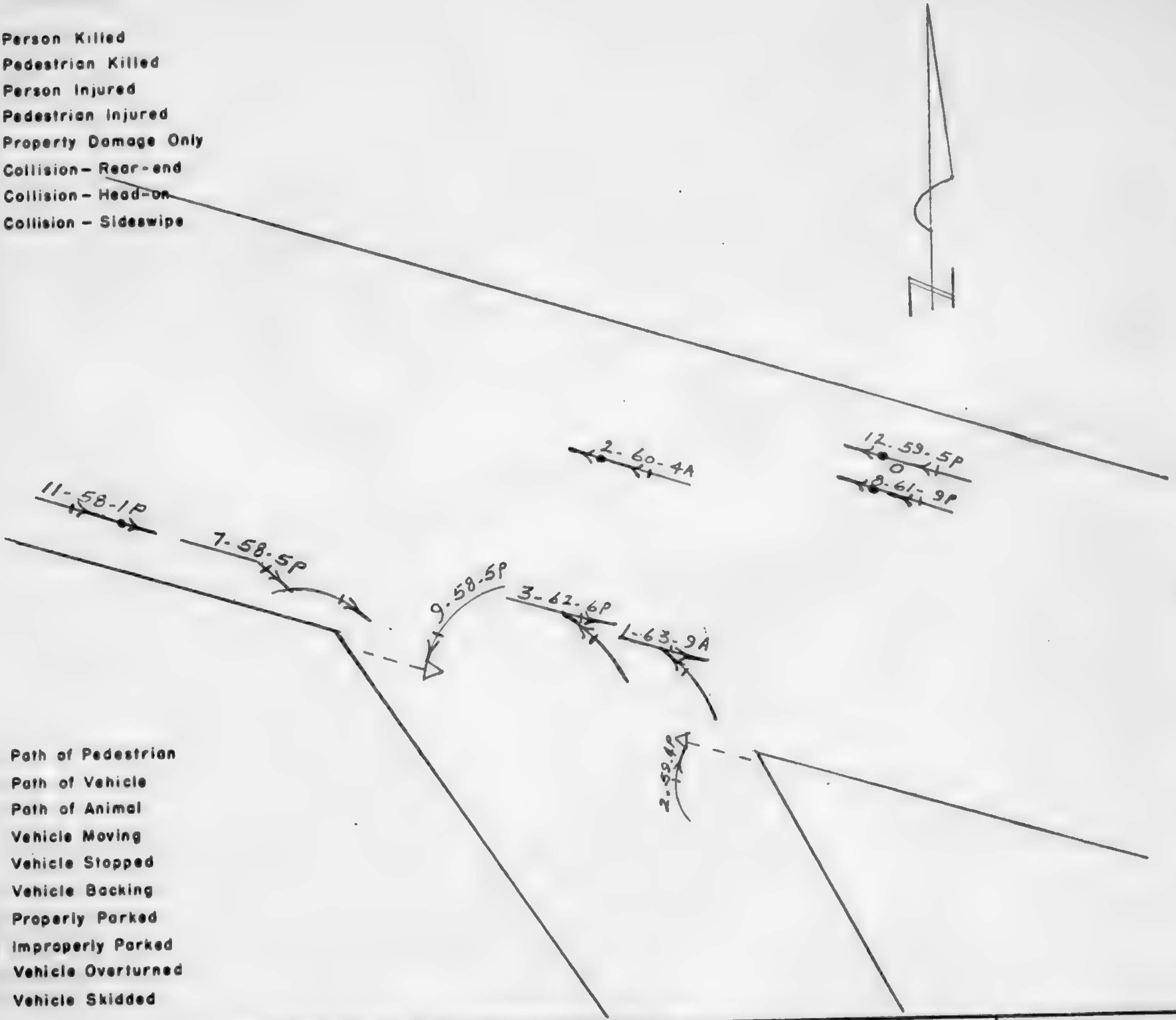
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Salem County Marion
Intersection of State St. and S.E. 23rd St.
Highway Number 163 (ORE 22)
Period Covered 1-1-58 to 9-30-63
Compiled by BC Drawn by Date 12-16-63

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ☐ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1958-1959				1960-1961				1962				9 mos. 1963				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1	1	2			2	2										1	3	4
Sideswipe																				
Turning Movement											1	1			1	1			2	2
Parking			1	1															1	1
Non-collision																				
Fixed Object																				
Pedestrian		2		2														2		2
Backing																				
Misc.																				
TOTAL	-	3	2	5	-	-	2	2			1	1			1	1		3	6	9

SIGNAL WARRANT DATA*

	23rd Street at State Street	Minimum Warrant
Vehicular Volume Warrant:		
Average hourly volume on the main street (Max. 8 hr.)	812	600
Average hourly volume on higher volume approach of minor street (same 8 hrs. as above)	29	150
Interruption of Continuous Traffic:		
Average hourly vehicle volume on main street (Max. 8 hrs.)	812	900
Average hourly volume on higher volume approach of minor street (same 8 hrs. as above)	29	75
Pedestrian Volume:		
Average hourly vehicle volume on main street (Max. 8 hours)	812	600
Average hourly pedestrian volume on highest volume crosswalk crossing major street (same 8 hours)	18	150
Accident Warrant:		
Preventable accidents (last 12 months)	1	5

*The hourly warrants are those prescribed in the National manual on Uniform Traffic Control Devices for Streets and Highways.

26-1018 N.W. 27th Ave.-W. End Burnside 1964
Br. Sec., Columbia River Hwy. in
#6434 Portland (Paving)

RECEIVED
SEP 8 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1964

City of Portland
Bureau of Sewage and Refuse Disposal
City Hall, Room 401C
Portland, Oregon 97204

ATTENTION: Mr. L. H. Rosenthal

RE: Adjustment of Manhole & Monuments
Grand Ave.-52nd Ave. Section
Sandy Boulevard
Contract No. 6416
-and-
N.W. 27th Ave.-W. End Burnside Br. Sec.
Columbia River Highway
Multnomah County
Contract No. 6434

Gentlemen:

Your estimate for the adjustment of your facilities on these projects, as stated in your letter of July 22, 1964 to Mr. H. S. Cox have been approved by the State. You are hereby authorized to proceed with this work as of September 2, 1964. You are also authorized to use the contract method for repaving around the manholes after their adjustment. It is understood the Municipal Paving Plant will perform this work at a cost not to exceed $1,756.65, as stated in your letter.

Please contact Mr. Roy Pyle, Resident Engineer for these projects, 5821 N. E. Glisan Street, Portland, Phone 235-8911, Ext. 28, at least three days prior to beginning work.

Reimbursement for work performed subsequent to September 2, 1964, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of your work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: L. P. Shaw
~~A. W. Parsons~~
L. H. Young
C. H. Maison
F. B. Klaboe
R. W. Pyle
E. E. Johnston
Jack Hesla

FORM E-90 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1964

SUBJECT: Utility Estimates
Approval as to Form

To: Mr. L. P. Shaw
Assistant Highway Engineer
Building

Attached is the City of Portland's estimate for manhole covers and monument adjustments on State contracts Nos. 6416 and 6434. No Federal Participation is involved.

Normal procedure routes all utility estimates through the Accounting Division for approval as being acceptable in form for Federal Participation before going to the Liaison Engineer for final approval and notification to the utility to begin the work.

If regular procedure is to be followed, this estimate is ready to be sent to Ted Litchfield for action.

C H Maison
C. H. Maison
Controller

CHM:jc

Attachment

CONSTRUCTION DIVISION
RECEIVED
AUG 4 1964
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACC COS

LLOYD P. S

COPIES TO:
L.H. YOUNG
C. H. MAISON
F. B. KLABOE (3)
~~[illegible]~~
JACK HEBLA
F.D. MORGAN
T.W. LITCHFIELD

RECEIVED
AUG 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

C.H. MAISON:

WE WILL HANDLE THIS JUST THE SAME AS ANY OTHER UTILITY ADJUSTMENT. YOU APPROVE ESTIMATE OF COSTS, IN THIS CASE ON OUR RECOMMENDATION, WE AUTHORIZE THE CITY TO PROCEED WITH THE WORK. THE PAVING PROJECTS HAVE BOTH BEEN COMPLETED, AND THE COST SEGREGATION ~~[illegible]~~ MAY BE MADE AS FOLLOWS:

GRAND AVE - 52ND AVE	NW 29TH AVE - W. END BURNSIDE BR.
SANDY BLVD	COLUMBIA RIVER HWY
CONTRACT # 6416	CONTRACT # 6434
WARREN NORTHWEST	K.F. JACOBSEN & CO.
ADJUSTMENT OF 58 MANHOLES @ $30 = $1740.00	ADJUSTMENT OF 53 MANHOLES @ $30 = $1590.00
ADJUSTMENT OF 3 MONUMENTS @ $15 = 45.00	ADJUSTMENT OF 7 MONUMENTS @ $15 = 105.00
EXTRA FOR PAVING AROUND 58 MANHOLES @ $\$15^{14}$ = 878.12	EXTRA FOR PAVING AROUND 53 MANHOLES @ $\$15^{14}$ = 802.42
EXTRA FOR PAVING AROUND 3 MONUMENTS @ $\$7^{57}$ = 22.71	EXTRA FOR PAVING AROUND 7 MONUMENTS @ $\$7^{57}$ = 52.99
$ 2685.83	$ 2550.41

ALTHOUGH PRICE FOR PAVING AROUND MANHOLES LOOKS GOOD, THIS PORTION OF THE WORK SHOULD BE ON AN ACTUAL COST BASIS.

EXTRA FOR PAVING AROUND MANHOLES + MONUMENTS = $1756.65

(ONE MONUMENT = ½ MANHOLE) 111 10 $\frac{1756.65}{116}$ = $ 15.14/MANHOLE

7.57/MONUMENT

APPROVED
V. E. Skoog
ASS'T. CONTROLLER

LLOYD P.

Hwys #2 & #37

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

NOTED
DON HARWELL

RECEIVED
JUL 24 1964
ENGINEER
COUNTY & CITY DIVISION

July 22, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. H. S. Cox, County and City Division Engineer

Dear Sir:

We have been asked to furnish you with an estimate to raise sewer manholes and monuments on certain State Highways being resurfaced within the City limits of Portland.

The streets to be resurfaced were as follows

6434
STATE
26-1018

17 - 1

1. N.W. Vaughn Street between N.W. 27th Avenue and N.W. 18th Avenue; approximately 17 sewer manholes and one survey monument.

36 - 6

2. West Burnside Street from N.W. [illegible] Avenue to the west approach to the Burnside Bridge; approximately 36 sewer manholes and six survey monuments.

(Lower) Col. Riv. Hwy No. 2

6416
STATE
26-1017

58 - 3

3. East Burnside Street from N.E. Grand Avenue to N.E. 12th Avenue; N.E. Sandy Boulevard from N.E. 12th Avenue to N.E. 52nd Avenue; approximately 58 sewer manholes and three monuments.

Sandy Blvd Hwy No. 59

111 10

As you know, we are required to charge you our costs for this work. Therefore, our estimate is approximately 111 sewer manholes at approximately $30.00 each or $3,330.00; 10 survey monuments at $15.00 each or $150.00. Total cost of excavating and raising $3,480.00.

The Municipal Paving Plant informs us that their maximum charge for repaving around these manholes after we have raised them would be $1,756.65. The City's total approximate cost would then be $5,236.65.

Our repair crews would be happy to do this work upon request.

Very truly yours,

L H Rosenthal

L. H. ROSENTHAL, P.E.

City Engineer

RECEIVED
JUL 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

cc: [illegible] E.L.
Shaw, L.P.

TT:j

cc: Municipal Paving Plant
cc: Sewer Repair Division

RECEIVED
AUG 27 1964
FOR FILING

August 26, 1964

Oregon Automobile Insurance Co.
501 Equitable Building
Portland 4, Oregon

Gentlemen:

On August 13, 1964, we wrote to you concerning release of final payment on Contract No. 6434, awarded to K. F. Jacobsen & Co., Inc., for paving the 27th Avenue-West End Burnside Bridge Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $975.12 and the total contract amount is $20,764.12, including $416.04 for work performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
K. F. Jacobsen & Co., Inc.
1107 N. Russell St.
Portland 17, Oregon

NOTED ON CARD

Victor S. Risley Co.
Board of Trade Building
Portland 4, Oregon

C. H. Maison
Attn.: John Herr

fp

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: August 15, 1964

SECTION N.W. 27th Ave.-W. End Burnside Bridge

SECTION PREFIX 26-1018

HIGHWAY Columbia River

COUNTY Multnomah

NAME OF JOB N.W. 27th Ave.-W.End Burnside Bridge

KIND OF WORK Paving

CONTRACTOR K.F. Jacobsen & C., Inc.

CONTRACT NUMBER 6434

FEDERAL AID PROJECT NUMBER State

DATE OF CONTRACT May 26, 1964

DATE WORK STARTED July 10, 1964

~~ESTIMATED~~ COMPLETION DATE July 23, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 **SUPERVISION:** 0

SPECIFIED WORK DAYS 20

WORK DAYS USED 18

PERCENT OF TIME ELAPSED 90

PROJECT AUTHORIZATION: $ 26,400.82

ENGINEERING AUTHORIZATION $ 1,877.39

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 24,523.43

ENGINEERING COST TO DATE $ 2,255.18

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,239.12

PERCENT OF AUTHORIZATION 120 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.4 %

DATE PROJECT WAS COMPLETED: July 23, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
--	--	--	--	--	100	--	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.68
MILES PARTIALLY COMPLETED					
MILES COMPLETED					1.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,980
TOTAL QUANTITIES CORRECTED TO DATE					3,159
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3,159
AVERAGE DAILY QUANTITIES					500
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	"		
WEDNESDAY	Showers		NOTED JOHN R. OAKES
THURSDAY	Fair		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Division office 8-14-64

No reports will follow.

SIGNED Roy W. Pyle

ADDRESS 5821 N.E. Glisan St. Portland

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FOR FILE
6434

August 12, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 23 on Contract No. 6434. The contract was with E. F. Jacobsen & Co., Inc. for paving on the N. W. 27th Avenue-West End Burnside Bridge Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 12, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

Cross Referenced To

RECEIVED
MAY 29 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6434

May 28, 1964

K.F. Jacobsen & Co., Inc.
1107 N. Russell
Portland 17, Oregon

Gentlemen:

The State Highway Commission on May 26, 1964 awarded to you State Highway Contract No. 6434 for the following project:

> **Paving on N. W. 27th Ave.-W. End Burnside Bridge Section of Columbia River Highway in Portland, Multnomah County.**

This award was based on your low bid of $19,502.40 which was submitted to the Commission on May 26, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc:
Frank Morgan
L.H. Young
R.G. Savage (SIAC)

26-4228 Eagle Cr. Br., Columbia River 1964
Hwy. near Bonneville (Toothrock)
#6435 Tunnel (Clean & Paint)

FORM E-123X 50M 3-63

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 17, 1964

Mr. Don Ratke
Claims Examiner
Home Indemnity
621 S. W. Morrison
Portland 5, Oregon

315

Re: Your Claim No. 751-A-502,444
Insured: Rudolph R. Enbysk

Dear Mr. Ratke:

In answer to your inquiry of December 7, I wish to advise the painting contractor on the Eagle Creek Bridge is William A. Efraimson, 2512 - 10th Avenue, Milwaukie, Oregon.

Very truly yours,

F. D. Morgan
Construction Engineer

by

Edwin A. Pease
Construction Office Engineer

EAP:dc

cc: Lloyd P. Shaw ✓

The **HOME** *Indemnity Company*
New York, N.Y.

INSURED HOME NEW YORK

ORGANIZED 1853

621 S. W. Morrison Street
Portland 5, Oregon
CApitol 7-3443

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
Stephenson

DECEMBER 7, 1964

STATE OF OREGON
HIGHWAY DEPARTMENT
SALEM, OREGON

RE: OUR CLAIM NO. #751-A-502,444
OUR INSURED: RUDOLPH R. ENBYSK
D/LOSS: APRROX. OCT. 15, 1964
POLICY # GK 79 61 580

DEAR SIR:

ON OR ABOUT THE 15TH DAY OF OCTOBER, 1964, OUR ABOVE CAPTIONED INSURED RECEIVED PAINT SPRAY ON HIS AUTOMOBILE WHILE CROSSING THE EAGLE CREEK BRIDGE ON HIGHWAY 30. PLEASE GIVE US THE NAME OF THE PAINT CONTRACTOR DOING THE WORK AT THAT TIME.

THANK YOU VERY MUCH FOR YOUR ASSISTANCE.

VERY TRULY YOURS,

D. Ratke
E.

DON RATKE,
CLAIMS EXAMINER

DR:E

NOTED
LLOYD P. SHAW

RECEIVED
DEC 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 9 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 - 1964
FOR FILING

November 30, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On October 16, 1964, we wrote to you concerning release of final payment on contract #6435, awarded to William A. Efraimson for maintenance painting the Eagle Creek Bridge on the Columbia River Highway in Multnomah County.

Final payment on this contract is $993.84 and the total contract amount is $16,564.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

cc: Mr. William A. Efraimson
947 SE Malden Street
Portland, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 30 1964
OFFICE ENGINEERING
DIVISION

RECEIVED
OCT 15 1964

FOR FILING

[illegible]
6435

October 15, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 9 on Contract No. 6435. The contract was with William A. Efraimson and was for maintenance painting on the Eagle Creek Bridge on the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 15, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
AUG 4 1964

FOR FILING

26-4228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1964

SUBJECT:

To: Mr. D.B. Parkes
Office Engineering

BUILDING

William A. Efraimson started work on Contract No. 6435, Eagle Creek Bridge on the Columbia River Highway in Multnomah County, maintenance painting, on July 23, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: Floyd Query

NOTED
FLOYD QUERY

1

FORM E-123

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. [illegible], MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 29 1964
FOR FILING

26 4

643

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 28, 1964

Mr. Wm. A. Kiraimson
947 S.E. Malden St.
Portland, Oregon

Dear Sir:

The State Highway Commission on May 28, 1964 awarded to you State Highway Contract No. 6435 for the following project:

> Clean and paint Eagle Creek Bridge on Columbia River Highway, near Bonneville (Toothrock) Tunnel in Multnomah County.

This award was based on your low bid of $16,564.00 which was submitted to the Commission on May 26, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rm

cc:
Frank Morgan
L.H. Young
R.G. Savage (SIAC)
L.D. Merchant

28-8309 Wasco-Kent Rock Prod. Proj., 1964
Sherman Hwy.
#6436

RECEIVED
SEP 30 1964
FOR FILING

September 29, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California

Gentlemen:

On August 31, 1964, we wrote to you concerning release of final payment on contract #6436, awarded to Cody Logging Co., for the Wasco-Kent Rock Production Project on the Sherman Highway in Sherman County.

Final payment on this contract is $3,827.72 and the total contract amount is $41,093.51, including $292.99 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
Woodlark Bldg.,
Portland 5, Oregon

cc: Cody Logging Co.,
Route 1, Box 116
Tygh Valley, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 31 1964

FOR FILING

[illegible]

[illegible]

August 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 4 on Contract No. 6436. The contract was with Cody Logging Company and was for rock production on the Wasco-Kent Section of the Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 28, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER	WEEK ENDING: August 15, 1964	
SECTION: Wasco - Kent	SECTION PREFIX: 28-8309	
HIGHWAY: Sherman	COUNTY: Sherman	
NAME OF JOB: Wasco - Kent Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Cody Logging Company	CONTRACT NUMBER: 6436	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 28, 1964	DATE WORK STARTED: June 1, 1964	ESTIMATED COMPLETION DATE: August 4, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3, 2 days SUPERVISION 1, 2 days	SPECIFIED WORK DAYS: 9-1-64 Comp. Date	WORK DAYS USED
PROJECT AUTHORIZATION $ 45,450.00	ENGINEERING AUTHORIZATION $ 3,232.00	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING $ 42,218.00	ENGINEERING COST TO DATE $ 3,470.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 41,100.00	PERCENT OF AUTHORIZATION 107.4 %	100
ESTIMATED PERCENT UNDERRUN 2.6 %	DATE PROJECT WAS COMPLETED: August 4, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				15,000 cy	
TOTAL QUANTITIES CORRECTED TO DATE				14,664	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				14,664	
AVERAGE DAILY QUANTITIES				0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	
NUMBER OF SHIFTS PER DAY				1	
HOURS PER SHIFT				8	

EQUIPMENT USED DURING THE WEEK: 1 truck

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			NOTED
TUESDAY			JOHN R. OAKES
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Clean-up
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	Clean-up ~~No Activity~~.
FRIDAY	No Activity. Project Completed
SATURDAY	

REMARKS

Cody completed clean-up Thursday.

Semi-final sent to Division office Friday.

This is final Report.

Vernon E. Shull
Resident Engineer
By:

W.H. Wakerlig
W.H. Wakerlig
Draftsman

SIGNED ____________________

ADDRESS Box 420, The Dalles, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAY 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6436

May 28, 1964

Cody Logging Company
Rt. 1, Box 116
Tygh Valley, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964 awarded to you State Highway Contract No. 6436 for the following project:

Wasco-Kent Rock Production Project on Sherman Highway in Sherman County.

This award was based on your low bid of $39,900.00 which was submitted to the Commission on May 26, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc:
Frank Morgan
L.H. Young
R.G. Savage (SIAC)

28-1042 Wilcox Sec., Sherman Hwy. near 1964
Kent (Paving)
#6437

RECEIVED
SEP 24 1964
FOR FILING

September 23, 1964

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

On September 11, 1964, we wrote to you concerning release of final payment on Contract No. 6437, awarded to Interstate Paving Company, for paving on the Wilcox Section of the Sherman Highway in Sherman County.

Final payment on this contract is $3,024.22 and the total contract amount is $102,015.32, including $1,015.78 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
2009 Lloyd Center
Portland 12, Oregon
Attn: Wendell L. Schollander, Gen. Mgr.

Interstate Paving Company
P.O. Box 92
The Dalles, Oregon

C.H. Maison
Attn: John Herr

9

RECEIVED
SEP 9 - 1964

FOR FILING

[illegible]

[illegible]

September 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 14 on Contract No. 6437. The contract was with Interstate Paving Company and was for paving on the Wilcox Section of the Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 3, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. N. Maison

LPS:bbc

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: August 29, 1964

SECTION: Wilcox

SECTION PREFIX: 28-1042

HIGHWAY: Sherman

COUNTY: Sherman

NAME OF JOB

KIND OF WORK: Paving

CONTRACTOR: Interstate Paving Co.

CONTRACT NUMBER: 6437

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 28, 1964

DATE WORK STARTED: June 12, 1964

ESTIMATED COMPLETION DATE: August 14, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN. SUPERVISION

SPECIFIED WORK DAYS: 50

WORK DAYS USED: 39

PERCENT OF TIME ELAPSED: 78

PROJECT AUTHORIZATION $ 112,739.62

ENGINEERING AUTHORIZATION $ 8,017.04

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING $ 104,722.58

ENGINEERING COST TO DATE $ 5,000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 102,310.22

PERCENT OF AUTHORIZATION 62.4%

ESTIMATED PERCENT OVERRUN UNDERRUN 1.3%

DATE PROJECT WAS COMPLETED 8-14-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		3.37			3.37
MILES PARTIALLY COMPLETED		"			"
MILES COMPLETED		"			"
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,020 Cy.			13,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE		3,910Cy.			13,219 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			NOTED
MONDAY			JOHN R. [illegible]
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			CB
SATURDAY			41 N W E

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final was sent to Bend on thursday.
This is the final report.

Vernon E. Shull

SIGNED Vernon E. Shull, Resident Engineer

ADDRESS Box 420, The Dalles

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAY 29 1964

FOR FILING

COMMISSIONERS
GLENN [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

1042

6437

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

Interstate Paving Co.
P.O. Box 92
The Dalles, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964 awarded to you State Highway Contract No. 6437 for the following project:

Paving on Wilcox Section on Sherman Highway, near Kent in Sherman County.

This award was based on your low bid of $99,213.00 which was submitted to the Commission on May 26, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc:
Frank Morgan
L.H. Young
R.G. Savage (SIAC)

136-1059 Willamina Sec., Willamina- 1964
Sheridan Hwy. (Grad. & Paving)
#6438

RECEIVED
SEP 30 1964
FOR FILING

September 30, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California

Gentlemen:

On September 21, 1964, we wrote to you concerning release of final payment on contract #6438, awarded to Rowell & Wickersham for grading-paving the Willamina Section of the Willamina-Sheridan Secondary Highway in Yamhill-Polk Counties.

Final payment on this contract is $680.61 and the total contract amount is $[illegible], including $344.69 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Hagan-Hamilton Ins.,
Box 117
McMinnville, Oregon

cc: Rowell & Wickersham
P. O. Box 472
McMinnville, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 18 1964
FILING

64 38

September 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 14 on Contract No. 6438. The contract was with Rowell & Wickersham and was for grading and paving on the Willamina Section of the Willamina-Sheridan Highway in Yamhill and Polk Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 17, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: August 14, 1964

SECTION: Willamina

SECTION PREFIX: 136-1059

HIGHWAY: Willamina-Sheridan

COUNTY: Yamhill & Polk

NAME OF JOB: South Main

KIND OF WORK: Grading and Paving

CONTRACTOR: Rowell & Wickersham

CONTRACT NUMBER: 6438

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 28, 1964

DATE WORK STARTED: June 3, 1964

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 11 SUPERVISION: 1

SPECIFIED WORK DAYS: Comp. Date 9/1/64

WORK DAYS USED: -

PROJECT AUTHORIZATION: $ 31,367.81

ENGINEERING AUTHORIZATION: $ 2,230.60

PERCENT OF TIME ELAPSED: -

EXCLUSIVE OF ENGINEERING: $ 29,137.21

ENGINEERING COST TO DATE: $ 2,400.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,137.21

PERCENT OF AUTHORIZATION: + 7 %

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

DATE PROJECT WAS COMPLETED: August 14, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100		100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.14			0.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,050	1,280			560
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,050	1,280			560
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Lay down machine 1 - Paving Plant
4 - Trucks
3 - Rollers

	WEATHER	HOURS DELAY	Compeletion Date CAUSE OF DELAY
SUNDAY			
MONDAY	Clear		
TUESDAY	Clear		NOTED JOHN R. OAKES
WEDNESDAY	Cloudy		
THURSDAY	Cloudy		
FRIDAY	Clear		Project completed as of this date August 14, 1964.
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Prime contractor began laying base course of pavement today.
TUESDAY	Prime contractor paving top lift of pavement today.
WEDNESDAY	Prime contractor paving street connections and general cleanup today.
THURSDAY	General cleanup and finishing and cleaning of curbs.
FRIDAY	Project completed today.
SATURDAY	

REMARKS

The project was completed as of this date, the paving operations were started Monday of this week and completed Wednesday of this week. The overall project looks good and the contractors relations with the public affected by this project were good.

SIGNED [illegible] M. Harris

ADDRESS P.O. Box 411 McMinnville, Oregon 97128

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAY 29 1964
FOR FILING

FORM E-133
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
B. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

56-1059
[illegible]

May 28, 1964

Rowell & Wickersham
P.O. Box 472
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964 awarded to you State Highway Contract No. 6438 for the following project:

Grading and paving on Willamina Section of Willamina-Sheridan Highway in Yamhill and Polk Counties.

This award was based on your low bid of $24,182.50 which was submitted to the Commission on May 26, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FE

cc:
Frank Morgan
L.H. Young
R.G. Savage (SIAC)

RECEIVED
APR 13 1964

Salem, Oregon
April 10, 1964

Willamina Section
Willamina-Sheridan Highway
Polk and Yamhill Counties

Mr. R. D. Asburry
Division Engineer
Building

Typical sections on the plans for the subject project indicate that between Station 33+00 and Station 34+50 on the right, an existing concrete slab back of the curb will be at an elevation differing from the top of the curb. The plans indicate the difference in elevation is to be taken up by an asphaltic concrete backfill on a 4:1 slope.

I have had the plans altered to provide flexibility to the resident engineer in handling this matter. The slope to the parking area back of the curb between the above stations is now indicated on the plan "as directed" to a maximum of .08 feet per foot.

Will you please see that this is called to your resident engineer's attention and that he is directed to use good judgment and common sense in installation in this area. If the curb projection above the concrete slab can be avoided without creating some other curse, it should be so handled. In addition to the possible use of a variable slope, a variable curb exposure--minimum 5 inches and maximum 8½ inches--can be used.

Again, please see that your engineers are properly advised in handling this problem.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

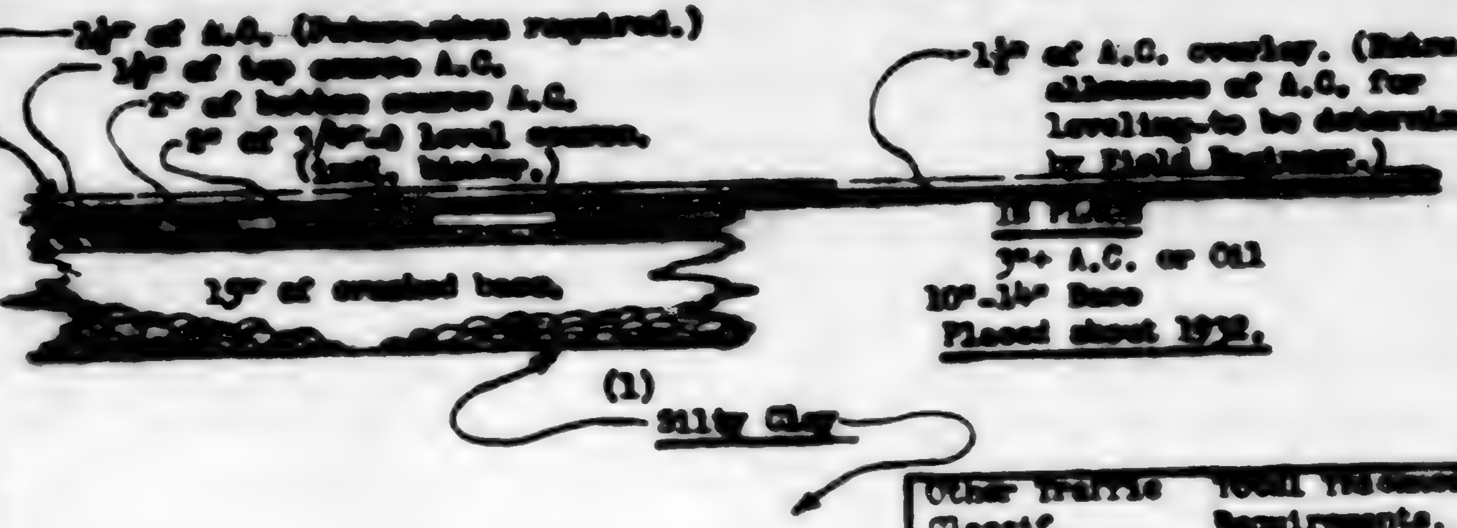
cc Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section [illegible] Highway [illegible] (Rt [illegible]) County [illegible] Profile [illegible]
Res. Engr. [illegible] Length of Project [illegible] Sta. [illegible] to Sta. [illegible] Date [illegible]

TYPICAL SECTION Traffic Classif. - HEAVY (Logging Area)

NEW ROAD | EXISTING ROADWAY



2½" of A.C. (Future-when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (Incl. binder.)
15" of crushed base.
(1) Silty Clay
1½" of A.C. overlay. (Extra allowance of A.C. for leveling-to be determined by Field Engineer.)
IN PLACE
3"+ A.C. or Oil
10"-14" Base
Placed about 1932.

(1)
Typical Soil

45	LL
16	PI
82	% P10
61	% P200
18	% Gravel
4	% C Sand
17	% F Sand
27	% Silt
34	% Clay
14	"R" Value (Corrected)

AASHO CLASSIF. - A-7-6-(8)

Other Traffic Classif.	Total Thickness Requirements.
Medium Heavy	17"
Medium	14½"
Light	11"

Required		Designed		
[illegible]	[illegible]	[illegible]	[illegible]	
			3½ 2 15	AC Lev. Cr Base
20½		Future	20½ 1½	PRESENT AC
			22	FUTURE
OVER EXISTING ROADWAY				
		SEE SECTION		

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by C. J. [illegible]

Recommended by [illegible] Construction Engineer
4/17

Recommended by [illegible] Harra

Approved by Lloyd [illegible]
State Highway Engineer

cc State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

County City (2)

PAVEMENT TYPE SELECTION

WILLAMINA SECTION
WILLAMINA-SHERIDAN HWY (FA 106)
YAMHILL COUNTY
Prefix 136-1412

Principal Factors Governing Selection

1. Traffic Classification: HEAVY ADT Present 2500 ADT 1980 4750 % Heavy Vehicles 5
(NOTE: Increase classification one step for heavy logging use)(Logging)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ________ Annual ~~[illegible]~~ Precipitation 52"±

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4 and 6 an A.C. wearing surface has been selected.

RECEIVED
FEB 14 1964
FOR FILING

Prefix No. 136-1412

LOCATION PROSPECTUS
WILLAMINA SECTION
WILLAMINA-SHERIDAN HIGHWAY
YAMHILL COUNTY

HIGHWAY: Willamina-Sheridan. State Secondary No. 157, Federal-aid Secondary No. 106.

TERMINI: The northerly terminus is at Station 230+00, which point is approximately 0.1 mile southerly of West Main Street on the Willamina-Sheridan Highway. The southerly terminus is at Station 238+00, which point is approximately 50 feet south of the Polk-Yamhill County Line. The entire project is within the city limits of Willamina.

LENGTH: 0.15 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, drainage and paving in the widening of an existing 20-foot facility. The route follows the existing facility. Reconnaissance is not necessary. Soils investigations will be conducted. An economic analysis is not needed at this time. This project need not be tied to the Lambert Grid System. This project is on the 1964 State Construction Program.

CHARACTERISTICS: Existing ADT is 3,800, projected ADT is 6,300.

	Existing	Proposed
Rise and Fall	3 Feet	Same
Maximum Curvature	8 Degrees	Same
Central Angle	16 Degrees	Same

STANDARDS: Based on the existing facility and its need for reconstruction.

TYPICAL SECTION: Two 12-foot travel lanes with 10-foot parking lanes with curbs on each side.

BRIDGE: None.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

NOTED
FORREST COOPER

BASE DESIGN: The tentative base design for construction is:

	New Work	Over Existing
Paving	3-1/2" AC	1-1/2" AC Min.
Top Course Base	2 " Level	Additional AC
Bottom Course Base	15 " Coarse Base	allowed for levelling.
Total Depth	20-1/2"	

MATERIAL SOURCE: Local commercial.

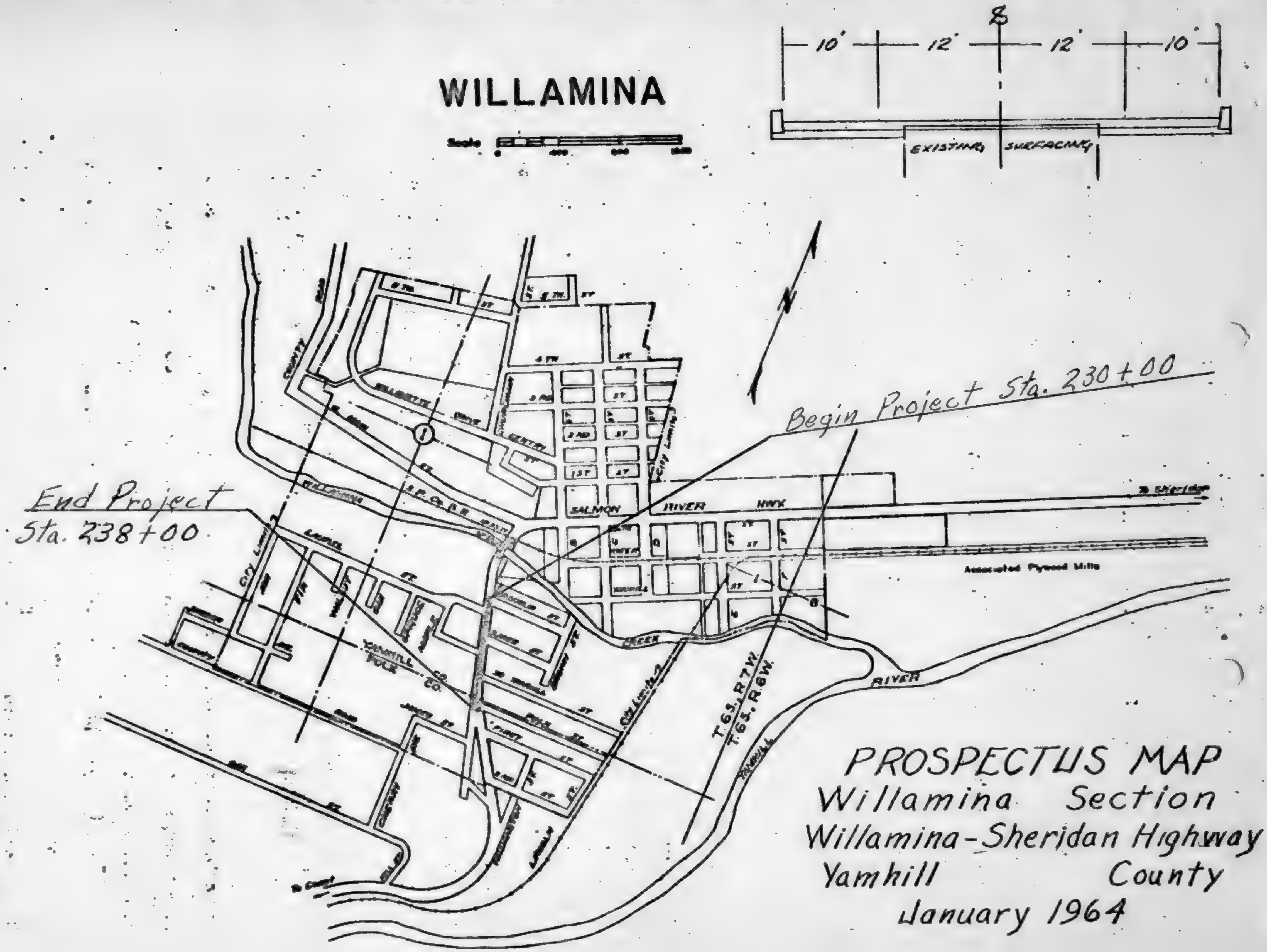
ADDITIONAL FACILITIES: No railroads, no interchanges, and no major stream crossings.

AGREEMENTS: Needed with the City of Willamina. None with the County. Routine utility adjustments.

STATE PARKS OR ROADSIDE REST AREAS: None affected.

February 11, 1964
Attachment
cc Forrest Cooper ✓
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
FEB 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER


WILLAMINA
Scale
0
400
800
1200
10'
12'
12'
10'
EXISTING SURFACING
Begin Project Sta. 230+00
End Project
Sta. 238+00
4 TH
ST
3 RD
2 ND
1 ST
COUNTY
S.P. Co. R.R.
SALMON
RIVER
HWY
To Sheridan
Associated Plywood Mills
CREEK
RIVER
YAMHILL
City Limits
YAMHILL
POLK
CO.
CO.
T.6S, R.7W.
T.6S, R.6W.

PROSPECTUS MAP
Willamina Section
Willamina-Sheridan Highway
Yamhill County
January 1964

S-149(6) Fern Cr. Br. & Culvert on Unnamed Cr., Falls City-Fern Corner Sec., Falls City Rd. (FAS 560) 1964
#6439

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86431

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-6-65	CC 976		527-1069-997

RECEIVED
DEC 8 - 1965
ENGINEER
COUNTY & CITY DIVISION

Contract 6437
S-149(6)

Polk County
Courthouse
Dallas, Oregon

~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Falls City-Fern Corner Section, FAS 560. Covered by agreement dated May 19, 1964.			
County Advance Deposit		4,300.00	
Amount previously transferred		3,300.00	
			1,000.00
County share construction cost		3,833.60	
Less amount previously transferred		3,300.00	
			533.60
REFUND DUE COUNTY			466.40

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ______________________________

RECEIVED
OCT 22 1964

FOR FILING

6439

October 22, 1964

Hartford Accident & Indemnity Co.,
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

On September 29, 1964, we wrote to you concerning release of final payment on contract #6439, awarded to T & M Const. Co., for Culvert and Fern Creek Bridge on the Falls City-Fern Corner Section of the Falls City Road (FAS 560) in Polk County.

Final payment on this contract is $3,926.60 and the total contract amount is $18,999.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hartford Accident & Indemnity Co.,
Cushing Insurance Agency
P. O. Box 7215
Salem, Oregon

cc: T & M Const. Co.,
838 Plymouth Drive NE
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 22 1964
FOR FILING

6439

Office of
County Court of Polk County
Dallas, Oregon
PHONE 623-2205

C. M. Barnhart
Polk County Judge
Allen A. Dunn
Polk County Commissioner
C. L. Burbank
Polk County Commissioner

October 19, 1964

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

NOTED
P. [illegible]ON

Gentlemen:

Inspection has been made of structure and culvert on Falls City Road, contract #6439.

These are found to be acceptable in all details and Polk County hereby indicates acceptance.

Very truly yours,

C. M. Barnhart
POLK COUNTY COURT
C. M. Barnhart
County Judge

CMB/ec

RECEIVED
SEP 29 1964
[illegible]

6439

September 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 24 on Contract No. 6439. The contract was with T and M Construction Company and was for work on the Falls City-Fern Corner Section of the Falls City Road in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 28, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
AUG 11 1964

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6711

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Falls City - Fern Corner Section
Contract No. 6439
Federal Aid Project No. S-149(6)

Work on the above project started August 5, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: C.H. Maison
L.N. Young
D.B. Parkes
F.A. Query

NOTED
FLOYD QUERY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. [illegible]-22	FO PR-2 (RE 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Polk
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. S-149(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.3 mi. to 3.5 mi. east of Falls City

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-4-64	0.009
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,070.00	$ 13,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Stee
Assistant State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
By
(Division Engineer)
By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer July 2, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid Secondary
Project No. S-149(6)

FALLS CITY-FERN CORNER SECTION OF

[illegible] IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19,1964

Type Code [illegible]
Fern Creek Bridge (Br. #[illegible]1921)(Sta. [illegible] to Sta. 17+26.90)(Contract 6439)

Remove Old Fern Creek Bridge	All Required		$ 1,000.00
Channel Excavation at Fern Cr. Bridge	150 cu.yds.	$ 4.00	600.00
Furnish Treated Timber Piling	840 lin.ft.	1.45	1,218.00
Drive Timber Piles	24 only	55.00	1,320.00
Class "A" Concrete (14 cu.yds.)	All Required		1,120.00
3' x 15' to 20' Prestressed Slabs	33 only	190.00	6,270.00
Metal Reinforcement (2,[illegible] lbs.)	All Required		447.00
Treated Timber in Place	4.2 M-FBM	400.00	1,680.00
	Subtotal		13,655.00
	10% Engr. & Cont.		1,365.00
	Total		$15,020.00

Type Code [illegible]
Culvert Un-named Creek (Sta. 81+55)(Contract 6439)

Remove Old Bridge at Un-named Creek	All Required	$ 1,000.00
Culvert Structure Complete	All Required	4,500.00
	Subtotal	$ 5,500.00
	10% Engr. & Cont.	550.00
	Total	$ 6,050.00

Length of Structure .... [illegible] Mile
Length of Culvert .... [illegible] Mile
Total Length .... [illegible] Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$15,020.00	$ 9,400.00	$ 2,810.00	$ 2,810.00
Culvert	6,050.00	3,800.00	1,125.00	1,125.00
	$21,070.00	$13,200.00	$ 3,935.00	$ 3,935.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-1-64	CC 863		527-1069-297

NOTED
R. M. ALLISON

INVOICE NUMBER 81758

F. L. [illegible]

NOTED
[illegible] HARWELL

- Polk County
- Courthouse
- Dallas, Oregon

~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

RECEIVED
JUN 3 1964
ENGINEER
COUNTY & CITY DIVISION

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			4,300.00
Partial transfer of advance deposit for Falls City-Fern Corner Section, FAS 560. Covered by agreement dated May 19, 1964.			3,300.00
To be retained			1,000.00

NOTED
R. H. PRANGE

NOTED
V. R. JONES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ______________

By ______________

A 150 (REVISED 7-60)

Polk
Fas 560

NOTED
R. M. ALLISON

NOTED
H. S. COX

May 27, 1964

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
P. E. Arensmeier

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

On May 26, 1964, a satisfactory bid was received from T & M Construction Company of Salem for constructing the Fern Creek Bridge and No Name Creek Culvert section of FAS 560. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$19,155.00
12-1/2% Engineering & Contingencies	2,394.38
Estimated total cost	$21,549.38

County Advance Deposit:
20% of $21,549.38 = $4,309.88 or say $4,300

Please make this advance deposit in the amount of $4,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

cc: J. D. Walker, County Engineer

NOTED
[illegible]

[illegible]

Form A-139-

REGON STATE HIGHWAY DEPARTME

Project Authorization and Record of Work Orders

Section Falls City - Fern Corner
Highway Falls City Road
County Polk
Kind of Work Culvert & Fern Creek Bridge Bridge Nos. 10191A & 10192A
Contractor T & M Construction Co. 838 Plymouth Drive, Salem, Oregon
Specified Work Days 70

Contract No. 6439 (BR)
F. A. Project No. S-149(6)
Job Prefix 527-1069
Date of Award May 29, 1964
Division Engineer Ray Asburry
Resident Engineer Don Beecroft

CONSTRUCTION AUTHORIZATION

RECEIVED
JUN 3
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Contract amount	$ 19,155.00
Additional anticipated items:	
NONE	$
Subtotal	$ 19,155.00
Contingencies (4½%)	861.97
Construction Engineering (8%)	1,532.40
Subtotal	$ 21,549.37
Credit for maintenance rock	
Total original construction authorization	$ 21,549.37
Authorization increases, approved by Commission:	
	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

RECEIVED
AUG 12 1964
FOR FILING

6439

May 29, 1964

T & M Construction Company
835 Plymouth Drive, N.E.
Salem, Oregon

AGENDA
JUL 14 1964
3 b

Gentlemen:

The State Highway Commission on May 28 accepted your proposal for construction of Fern Creek Bridge and Culvert on Un-named Creek, Falls City-Fern Corner Section of Falls City Road (FAS 569) in Polk County for the sum of $17,155 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6439.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Pacific Bldr. & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

fkn

RECEIVED
MAY 21 1964

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

May 20, 1964

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

We are enclosing for the records and files of Polk County a fully executed copy of FAS-C Construction Agreement between the State Highway Commission and Polk County covering Falls City-Fern Corner Section, FAS 560, Polk County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

Enclosure

Oregon State Highway Commission
State Highway Building
Salem, Oregon

4-28-64

Attention: County and City Relations Division

Subject: Federal Aid Project No. S 149(6)

Highway No. FAS 560

Name of Project Falls City - Fern Corner Sec.

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

~~*3. We hereby certify that all displaced persons have been satisfactorily re-established~~.

Dated at Dallas, Oregon, this 28 day of April, 1964

Polk County by its
Board of County Commissioners

C M Barnhart
Chairman

Allen A Brown
Commissioner

C L Burbank
Commissioner

RECEIVED
APR 29 1964
ENGINEER
COUNTY & CITY DIVISION

*Certify either paragraph 2 or 3.

NOTED
[illegible] JONES

MEMO TO J. W. NASH

April 21, 1964

FAS 560, POLK COUNTY, Falls City-Fern Corner Section

TERMINI: Bridge over unnamed stream 2.3 miles east of Falls City.
Bridge over Fern Creek 3.5 miles east of Falls City.

PROPOSED WORK: Replace a pile trestle bridge with a concrete box culvert or a structural steel plate culvert.
Replace pile trestle bridge at Fern Creek with a R.C.D.G. Bridge.

NOTED
DON HARWELL

PROJECT LENGTH: 0.01 mile

NOTED
P. B. Arensmeier

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$30,000	$18,000	$6,000	$6,000	(County)

NOTED
R. M. ALLISON

EXISTING FACILITIES: Pile trestle bridge over unnamed stream is 44' long, 23'6" wide and has decayed piling, bulkheads, and deck. Pile trestle bridge over Fern Creek is 32' long and 23'5" wide. Piling and bulkheads are decayed.

ADJACENT SECTIONS: EAST END: 20' bituminous surface, 28' roadway) both structures
WEST END: 20' bituminous surface, 28' roadway)

PROJECT DATA: Construct a 48' long, 28' wide reinforced concrete bridge on the present site at Fern Creek. No substandard alignment within 0.2 miles on either end. Construct either a reinforced concrete box culvert 8' x 8' and 86' long or a 108" structural steel plate culvert 86' long. County will do grading work on connection at both structures.

East of the Fern Bridge to FAS 190, 0.3 of a mile, the alignment is all tangent. Westerly there is a 6o spiralled curve 670' long beginning at the west end of the bridge. Alignment is then tangent for the next 940'. There is a railroad crossing at grade 0.2 of a mile west of the bridge.

The culvert at the unnamed stream will be on a 4o curve which begins 350' east of the structure and ends 180' west. There is a railroad crossing at grade 450 feet east of the structure. The road at the crossing is on tangent. There is no substandard alignment or grades adjacent to this structure.

NOTED
R. H. PRANGE

RIGHT OF WAY: 60' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: Bridge width is only 28' which conforms to present roadway width. There are no plans at present for widening the existing road.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-149(4)

VRJ:eb

FORM 2-30 50M 3-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1964

SUBJECT: OPTIONS
Falls City-Fern Corner Section
Falls City County Road
Polk County

To: Mr. H. S. Cox
City-County Engineer
Highway Building

NOTED
DON HARWELL

Attached you will find two original option forms in sextuplet covering easements to be acquired in connection with Falls City-Fern Corner Section of the Falls City County Road in Polk County.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the engineers of the conditions, if any, on each transaction.

We are attaching four prints of map No. 1R-4-34 covering this area and bearing our date of March 5, 1964.

File No.	Name	Area
36586-A	Ivan George Stoltz, et ux	0.06 Acre
36586-B	Earl R. Dunbar, et ux	0.06 Acre

RECEIVED
MAR 16 1964
ENGINEER
COUNTY & CITY DIVISION

EARL F. SALING
Right of Way Office Manager

AC:jm
encs. 2 Options-4 Prints

cc: R. D. Asburry

E. J. Benner

To Polk Co - 3-16-64 H.S.C.
(4 maps
4 option, each)

F+S 56r
Polk Co.

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. M. ALLISON

NOTED
P R [illegible]

Salem, Oregon
March 6, 1964

SUBJECT: Falls City-Fern Corner
Falls City County Road
Polk County

NOTED
DON HARWELL

To: Mr. W. T. Wright
Right of Way Engineer
Office

RECEIVED
MAR 9 - 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Attached are 2 descriptions and an authorization covering the right of way required for installation of a culvert on the subject section.

This right of way is to be acquired by Polk County.

F. D. Morgan
Construction Engineer

By

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

Attach.

FOS:rhb

cc: Mr. H. S. Cox ✓

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

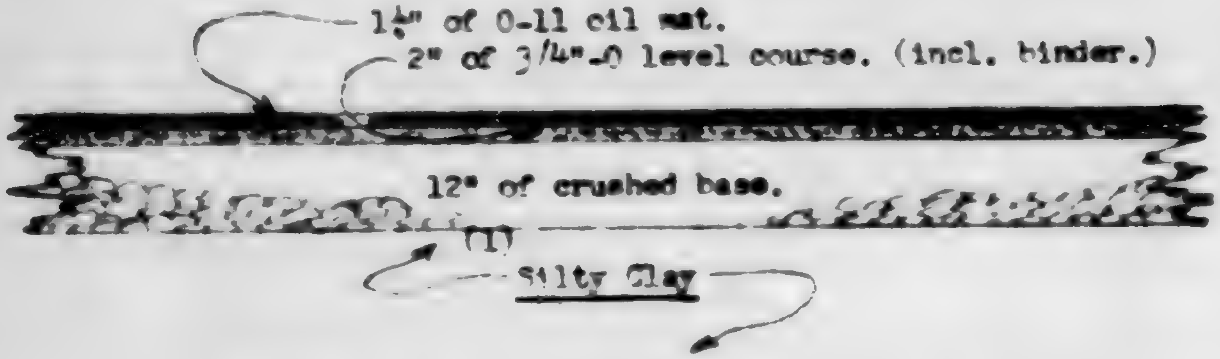
RECEIVED MAR 9 1964

FOR FILING

Section FALL CITY - FERN CORNER Highway F.A.S. 560 County POLK Prefix 527-1-23
F.F. - 1.6 M. of Kings Valley Hwy Jct
Res. Engr. Length of Project Miles. ~~Mx~~ & 0.3 " " " to ~~MKT~~ " " Date 2-27-64

6437

TYPICAL SECTIONS Traffic Classif. - MEDIUM



Required Base & Sur. Crushed	Required Base & Sur. Not Crushed	Designed Base & Sur. Select. Matl. Allow.	Designed Base & Sur. Rock Base	
			1¼	0-11
			2	Level
			12	Cr Base
15½			15¼	

2-27-64

(1)

Typical Soil

42	LL
16	PI
100	% P10
93	% P200
0	% Gravel
1	% C Sand
6	% F Sand
58	% Silt
35	% Clay
8	"R" Value (Corrected)

AASHO CLASSIF. - A-7-6 (11)

Note:
Surfacing thickness design provided to assure ample subgrade width.
State participation is to prepare plans, specifications, and estimates for replacement of an existing timber bridge and a pile trestle.
Polk County will construct the necessary approaches.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to furnished by Polk County.											

NOTED LLOYD P. SHAW

Submitted by Staff Assistant

Recommended by Construction Engineer
A G 54

Recommended by Engineer of Materials

Approved by Lloyd P. Shaw State Highway Engineer

B.P.R.
cc ~~Asst.~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

County-City (2)

PAVEMENT TYPE SELECTION

FALL CITY-FERN CORNER
F.A.S. 560
POLK COUNTY

Principal Factors Governing Selection

1. Traffic Classification: ____ Present ADT 990 3 1988 ADT 1666 % Heavy Vehicles 5
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration - - - - Annual [illegible] Precipitation 85"±

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4, 6, and 12, and oil mat has been selected.

RECEIVED
FEB 11 1964
FOR FILING
6-127

Commissioners
Joseph W. Smith, Klamath Falls
Chairman
John P. Amacher, Winchester
Vice-Chairman
Tallant Greenough, Coquille
Wayne E. Phillips, Baker
J. Pat Metke, Bend

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

February 7, 1964

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention, Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of December 11, 1963, which enclosed the prospectus for FAS 560, the Falls City-Fern Corner Section.

The structures proposed for the two crossings of the tributaries of the Little Luckiamute River, will be satisfactory to this organization.

Thank you for requesting our comments on this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

cc A. W. Parsons
Lloyd Shaw
L. H. Young
T. C. Roake
Frank Hall
J. E. Morelock

NOTED
LLOYD P. SHAW

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1963
FOR FILING

12-11-63

Prefix No. 527-1415

LOCATION PROSPECTUS
FALLS CITY-FERN CORNER (TWO STRUCTURES)
FALLS CITY COUNTY ROAD, FAS 560
POLK COUNTY

HIGHWAY: Falls City County Road, Federal-aid Secondary No. 560.

TERMINI: Two bridges; the first bridge over an unnamed stream is 1.6 miles west of the Kings Valley Highway junction. The second bridge over Fern Creek is 0.3 mile west of this same junction.

LENGTH: Adequate to make vicinity maps of two independent structures.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of a timber bridge with a new bridge and a pile trestle with a pipe or box culvert. There will be little change in alignment or grade. Routine soils investigations will be conducted. Special drainage studies will be made to provide sufficient waterway. Reconnaissance or an economic analysis are not needed. This is an FAS-C project scheduled for 1965 funds.

CHARACTERISTICS: Existing ADT 960; projected ADT 1,450.

STANDARDS: Class "C"; maximum grade 6 per cent, maximum curvature 10 degrees.

TYPICAL SECTION: 20-foot travelway with 4-foot shoulders.

BRIDGE: Horizontal clearnace 28 feet with no sidewalks. A detour will not be required during construction.

DEVIATIONS: There will deviation from State standards in travelway width, shoulder width and bridge horizontal clearance.

ACCESS: This is a County road with no control of access.

BASE DESIGN: Suggested base design for County constructed approaches:

Wearing Surface	1-1/4"	0-11 Oil Mat
Top Course Base	3 "	3/4"-0 Level
Bottom Course Base	9 "	Imported Base
Total Depth	13-1/4"	

MATERIAL: Local commercial or county.

NOTED
FORREST COOPER

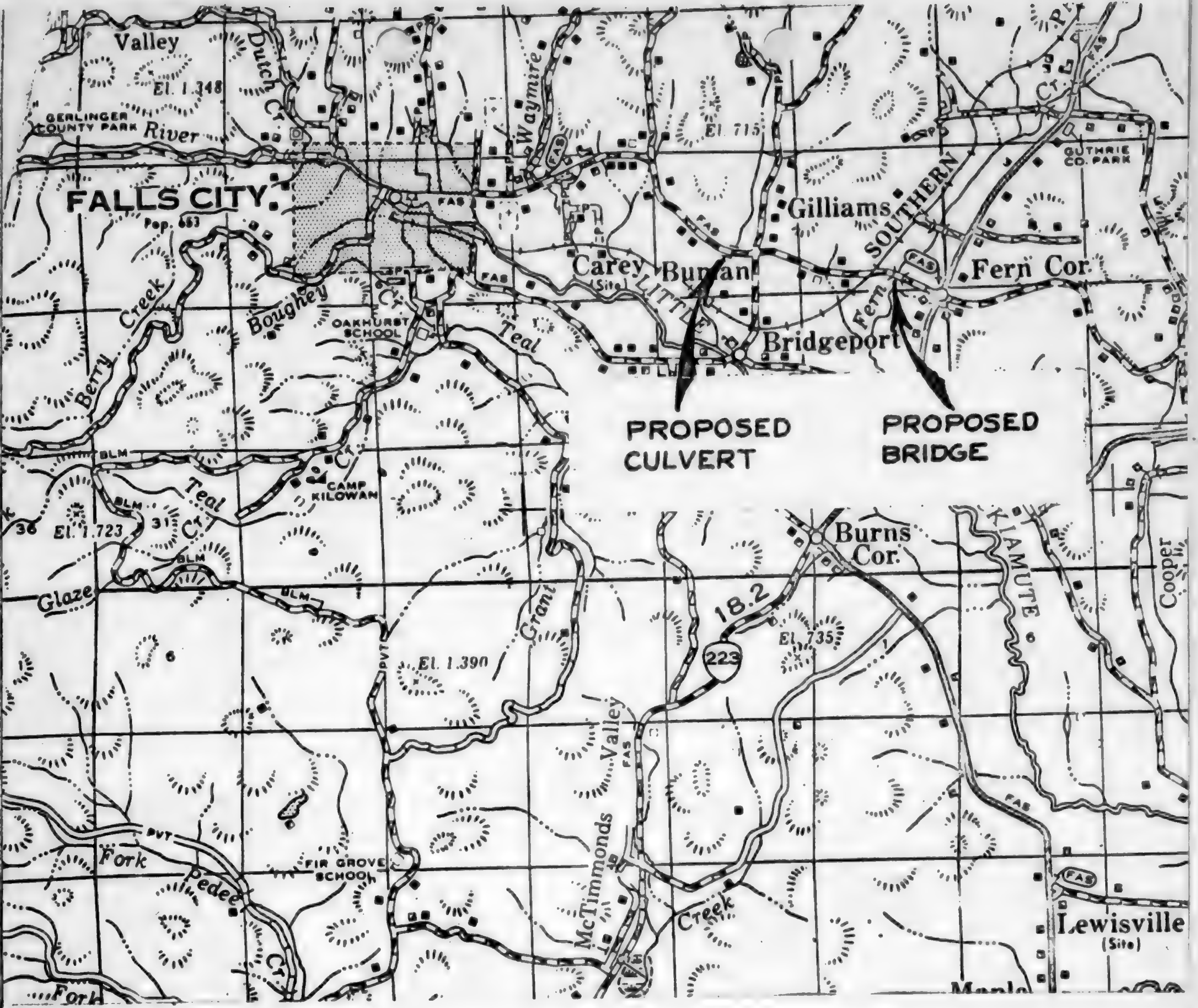
ADDITIONAL FACILITIES: No railroads.

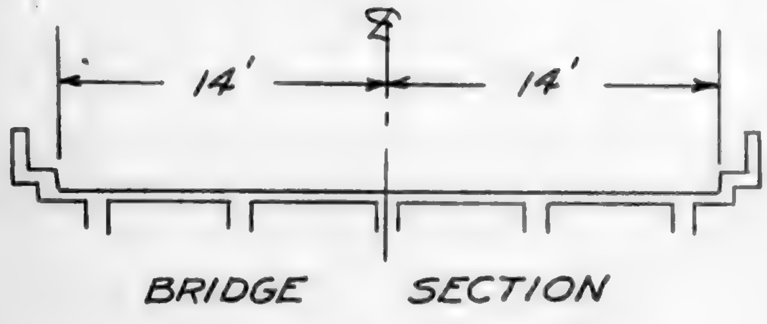
AGREEMENTS: Routine county agreement for survey.

STATE PARKS OR ROADSIDE REST AREAS: None.

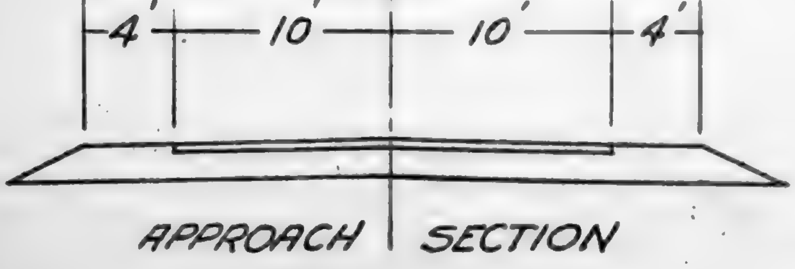
December 11, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James C. Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
DEC 1[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER


Valley
El. 1,348
Dutch Cr.
Waymire
GERLINGER COUNTY PARK
River
FALLS CITY
Pop. 663
El. 715
Gilliams
SOUTHERN
GUTHRIE CO. PARK
Carey (Site)
Burgan
LITTLE
Fern Cr.
Fern Cor.
Bridgeport
Boughey
Creek
Berry
OAKHURST SCHOOL
Teal
PROPOSED CULVERT
PROPOSED BRIDGE
CAMP KILOWAN
Teal Cr.
El. 1,723
Glaze
Burns Cor.
KIAMUTE
Cooper
18.2
223
El. 735
Grant
El. 1,390
Valley
FIR GROVE SCHOOL
Fork
Pedee
Cr.
McTimmonds
Creek
Lewisville (Site)
FAS
BLM
PVT



BRIDGE SECTION



APPROACH SECTION

PROSPECTUS MAP
FALLS CITY-FERN CORNER
TWO STRUCTURES
FAS 560

POLK COUNTY

Scale 1" = 1 MILE 1963

11-8-63

POLK COUNTY
PROPOSED PROJECT (1965 Funds)

FAS 560, Falls City Road:

Fern Creek Bridge, $20,000

Under this project a timber structure 32' long and 23' 6" wide will be replaced on the same alignment with a reinforced concrete bridge. The road will be closed during construction and the County will construct approaches and road connections.

Culvert over Small Unnamed Stream, $9,000

It is hoped to replace the existing 42' long pile trestle with either a large structural metal pipe or a reinforced concrete box culvert. The County will place the fill over the culvert and construct the surfacing.

BRIDGE PROJECT REQUESTED BY Polk COUNTY Date ____________

Is this to be a County project? ___Yes _X_No

Is this to be an FAS-C project? _X_Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Falls City Road

FAS Number 560

2. Name of river or stream Un Named Stream

3. Name of bridge ____________

4. Location (Please attach map with location marked):

Section 25 Township 8 S Range 6 W W.M.

5. Desired width of bridge ~~24'~~ 28'

6. Are sidewalks desired? ___Yes _X_No

7. Width of sidewalks None

8. Is sidewalk desired on upstream side of bridge? ___Yes _X_No

9. Is sidewalk desired on downstream side of bridge? ___Yes _X_No

10. Does County wish a particular type of bridge design? _X_Yes ___No

If "Yes," explain type desired: Large diamater pipe or RCBC if possible or Treated pile bents with precast deck

11. Will County furnish any materials for bridge? ___Yes _X_No

Explain: ____________

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes _X_No

14. Will County furnish foundation data? ___Yes _X_No

cr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? [✓ Yes] ___No

17. Will detour be required? ___Yes [✓ No]

18. Will detour be constructed and maintained by County? ___Yes [✓ No]

19. Will detour be constructed and maintained by contractor? ___Yes [✓ No]

20. Will County construct approaches or connections? [✓ Yes] ___No

21. Will contractor construct approaches or connections under contract? ___Yes [✓ No]

22. State width of traveled roadway: 20 Width of shoulders: 4

23. Will additional right-of-way be required? ___Yes [✓ No]
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes [✓ No]

27. Will old bridge be removed by contractor? [✓ Yes] ___No

28. Will old bridge be removed by County? ___Yes [✓ No]

29. Does County wish old bridge salvaged for future use? ___Yes [✓ No]

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? [✓ Yes] ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes [✓ No]

33. Does County wish complete job of illumination in project? ___Yes [✓ No]

34. Will any of the following utilities be attached to this structure?

(a) Water mains: Yes [✓ No] Size ______

(b) Sanitary sewer mains: Yes [✓ No] Size ______

(c) Storm sewer: Yes [✓ No] Size ______

(d) Gas mains: Yes [✓ No] Size ______

(e) Power lines: Yes [✓ No]

(f) Telephone lines: Yes [✓ No]

(g) Other utilities? None

35. What is desired date for letting? ______

Remarks ~~April~~ June 1964

By C M Barnhart
Polk County Judge

By C L Burbank
Polk County Commissioner

Not. please determine from drainage area possibility of use of a large diameter pipe or RCTBC. and if feasable design for Most economical Structure

120-1626 Springfield Traffic Signals, 1964
2nd & 3rd Sts. at Centennial
#6440 Blvd., Springfield Hwy.

RK 620

CA 3714

A

RECEIVED
JUN 29 1965

120-1626

144

June 28, 1965

Mr. Frank Smiley
City Manager
City Hall
Springfield, Oregon

"Q" St.-McKenzie Hwy. Section
(2nd and 3rd Streets Couplet)
Springfield Highway

Dear Mr. Smiley:

The final railroad billings have been received, audited and segregated as to the State, City and contractor's obligation. The attached detail of the City of Springfield's share of the construction costs include these railroad billings and now reflect the final costs.

You will be billed in the amount of $1,142.82 by our Accounting Division to cover the difference between your $80,000.00 deposit and the final City share of $81,142.82.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:jb

"Q" STREET-McKENZIE HIGHWAY SECTION OF THE SPRINGFIELD HIGHWAY

City of Springfield Costs Based on Final Contract Payments to Inter-City Construction Co., Eugene, Oregon

Bid Item No.	Item			Unit Price	Amount
1.	Clearing and Grubbing	55.08%			$ 5,508.00
2.	Drainage Excavation, Unclass.	1,625.4	cu.yd.	$ 3.00	4,876.20
3.	General Excavation, Unclass.	12,893	cu.yd.	1.00	12,893.00
4.	Short Overhaul	56,743.54	yd.sta.	0.02	1,134.87
5.	Long Overhaul	2,584.15	C-yd.sta.	0.50	1,292.08
6.	Finishing Roadbed and Slopes	55.08%			1,377.00
8.	8-inch Sewer Pipe	690.5	lin.ft.	1.82	1,256.71
10.	12-inch Sewer Pipe	2,174.5	lin.ft.	3.00	6,523.50
11.	15-inch Sewer Pipe	3,747.5	lin.ft.	4.00	14,990.00
17.	Concrete Inlets, Type D	8	only	100.00	800.00
19.	Concrete Inlets, Type CG-1	35	only	100.00	3,500.00
20.	Concrete Manholes	11	only	110.00	1,210.00
21.	Adjustment of Manholes	4	only	50.00	200.00
22.	Reconstruction of Manholes	1	only	75.00	75.00
23.	Concrete Curbs and Gutters	598.05	cu.yd.	36.00	21,529.80
24.	Concrete Walks and Driveways	208.07	sq.yd.	4.50	936.31
26.	Coarse Crushed Material in Base	25,481.97	ton	1.30	33,126.56
27.	3/4" - 0 Material in Base	2,573.13	ton	1.40	3,602.38
28.	Sprinkling	137.2	M-gal.	5.00	686.00
29.	Preparation of Base	55.08%			495.72
30.	3/4" - 0 Material in Binder Course	170.34	cu.yd.	4.50	766.53
31.	RC-250 Asphalt	16.8	ton	40.00	672.00
32.	Class "B" Asphaltic Concrete	4,784.6	ton	5.90	28,229.14

Bid Item No.	Item		Unit Price	Amount
PA 2	1-1/2" Metal Electrical Conduit	341 lin.ft.	$ 2.00	$ 682.00
PA 3	SS-K Liquid Asphalt	13.178 ton	40.00	527.12
EWO 1	Flagging	42%	924.75	388.40
EWO 2	Adjust Manholes & Catch Basins	60%	502.71	301.63
SFO 3	R.R. Engineering & Inspection	42%	2,430.58	1,020.84
SFO 1 & 5	Project Signs & Temp. Barricades	42%	260.64	109.47
SFO 4	Relocation of R.R. Signals at Centennial Blvd.	100%	736.29	736.29
SFO 6	Permanent Signs	42%	2,656.46	1,115.71
				$150,562.26
	Construction Engineering	42%	56,857.46	23,880.13
				$174,442.39
				40%
	City of Springfield Share			$ 69,776.96

2nd and 3rd Streets and Centennial Blvd. (Springfield) Traffic Signals
Contractor: L. H. Morris Electric Co.

	Item	Unit	Amount
1.	Traffic Signal Installation, Less R.R. Charges for Engr. and Inspection	100%	$ 20,606.15
PA 1	R.R. Insurance		250.00
			$ 20,856.15
	Construction Engineering		1,875.58
			$ 22,731.73
	City of Springfield Share	50%	$ 11,365.86

SUMMARY

Contract	Project	Total Cost	City Share
6353	"Q" St.-McKenzie Hwy., G-P-Strs.	$415,289.24	$ 69,776.96
6440	2nd-3rd Sts. & Centennial Blvd., Tr. Sigs.	23,387.58	11,365.86
	Total Cost to City of Springfield as of 5-31-65		$ 81,142.82

RECEIVED
MAY 26 1965
FOR FILING

[illegible]

6440

May 26, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On March 11, 1965, we wrote to you concerning release of final payment on Contract No. 6440 awarded to L. H. Morris Electric Company, for traffic signal installation on Centennial Boulevard (2nd and 3rd Streets) of the Springfield Secondary Highway in Lane County.

Final payment on this contract is $6,147.99 and the total contract amount is $20,856.15. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: L. H. Morris Electric Company
P. O. Box 466
Eugene, Oregon

C. H. Maison
Attn: John Herr

FOR FILING

6470

[illegible]

27

Mr. [illegible]
[illegible]
310 [illegible] Fairview Drive
Springfield, Oregon 97477

Gentlemen:

Pursuant to your letter of [illegible] call of May 11 [illegible] we are attaching [illegible] of the [illegible] for the City of Springfield [illegible] (not all [illegible] completed) [illegible]

It is anticipated that in addition to the cost breakdown shown, railroad billing amounting to approximately $6,300 will be added to the cost of this project. We have received to date billings from the [illegible] amounting to $3,500 for railroad protection and inspection. These billings are presently being audited. We have anticipated costs of $2,700 for relocation of the R.R. signals at Centennial Boulevard; however, billings for this work have not been received to date. The [illegible] agreement as to responsibility for the railroad billings will be determined upon the final audit.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

Attachment

cc: Mr. Frank Bailey
City Manager
City of Springfield

Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. H. Young

CPN:bb srb

[illegible]

City of [illegible]

to Inter-City [illegible]

Bid Item No.	Item		Unit Price	Amount
1.	Clearing and Grubbing	55.08%		$ 5,508.00
2.	Drainage Excavation, Unclass.	1,625.4 cu.yds.	$ 3.00	4,876.20
3.	General Excavation, Unclass.	12,893 cu.yds.	1.00	12,893.00
4.	Short Overhaul	56,743.54 yd.-stas.	0.02	1,134.87
5.	Long Overhaul	2,584.16 C-yd.-stas.	0.50	1,292.08
6.	Finishing Roadbed and Slopes	55.08%		1,377.00
8.	8-inch Sewer Pipe	690.5 lin.ft.	1.82	1,256.71
10.	12-inch Sewer Pipe	2,174.5 lin.ft.	3.00	6,523.50
11.	15-inch Sewer Pipe	3,747.5 lin.ft.	4.00	14,990.00
17.	Concrete Inlets, Type D	8 only	100.00	800.00
19.	Concrete Inlets, Type CG-1	35 only	100.00	3,500.00
20.	Concrete Manholes	11 only	110.00	1,210.00
21.	Adjustment of Manholes	4 only	50.00	200.00
22.	Reconstruction of Manholes	1 only	75.00	75.00
23.	Concrete Curbs and Gutters	598.05 cu.yds.	36.00	21,529.80
24.	Concrete Walks and Driveways	208.07 sq.yds.	4.50	936.31
26.	Coarse Crushed Material in Base	25,481.97 tons	1.30	33,126.56
27.	3/4" - 0 Material in Base	2,573.13 tons	1.40	3,602.38
28.	Sprinkling	137.2 M-gals.	5.00	686.00
29.	Preparation of Base	55.08%		495.72
30.	3/4" - 0 Material in Binder Course	170.34 cu.yds.	4.50	766.53
31.	RC-250 Asphalt	16.8 tons	40.00	672.00
32.	Class "B" Asphaltic Concrete	4,784.6 tons	5.90	28,229.14

Bid Item No.	Item		Unit Price	Amount
PA 2	1-1/2" Metal Electrical Conduit	[illegible] Lin. Ft.	$ 2.00	$ 682.00
PA 3	SS-K Liquid Asphalt	[illegible] Ton	40.00	527.12
EWO 1	Flagging	42%	924.75	388.40
EWO 2	Adjust Manholes & Catch Basins	60%	502.71	301.63
SPO 1 & 5	Project Signs & Temp. Barricades	42%	260.64	109.47
SPO 6	Permanent Signs	42%	2,566.46	1,077.91
				$148,767.33
	Construction Engineering	42%	56,857.46	23,880.13
				$172,647.46
				40%
	City of Springfield Share			$ 69,058.98

2nd and 3rd Streets and Centennial Blvd. ([illegible]) Traffic Signals
Contractor: [illegible] Co.

	Item	Unit	Amount
1.	Traffic Signal Installation	100%	$ 21,262.00
PA 1	R.R. Insurance		250.00
			$ 21,512.00
	Construction Engineering		1,875.58
			$ 23,387.58
	City of Springfield Share	50%	$ 11,693.79

SUMMARY

Contract	Project	Total Cost	City Share
6353	"Q" St.-McKenzie Hwy., G-P-Strs.	$412,955.49	$ 69,058.98
6440	2nd-3rd Sts. & Centennial Blvd., Tr. Sigs.	23,387.58	11,693.79
	Total Cost to City of Springfield as of 4-30-65		$ 80,752.77

Additional costs for Railroad protection, inspection and relocation of R.R. signals at an estimated cost of $6,000 will be charged to these projects upon receipt of these bills from the SPRR and the audit of these bills are completed. This additional cost will be the responsibility of the State, Contractor and City. The share of each agency will be determined by the final audit.

ADMINISTRATIVE 746-2234
RENTAL MANAGEMENT 746-8125

The Housing Authority and Urban Renewal Agency
of
Lane County, Oregon
300 WEST FAIRVIEW DRIVE
SPRINGFIELD, OREGON - 97477

May 4, 1965

[illegible]
[illegible]

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Building
Center and Capitol Streets
Salem, Oregon 97310

Attention: Rod Porter
Deputy Engineer

Gentlemen:

You may, or may not, be aware that our Agency has been carrying out an Urban Renewal Program for the City of Springfield since 1957. We are now in the process of closing out this project which comprises 150 acres lying between Mill Street, Fifth Street, the north city limits and one-half block south of "F" Street in Springfield.

The cost of financing the project is based on a one-third, two-third share. One-third of the cost is borne by the City of Springfield and two-thirds by the Federal Government under an urban renewal grant. The city's one-third share is made up of cash and non-cash credits. The non-cash credits are composed of public improvements installed by various public agencies. Part of these credits are for the construction of the Second and Third Street Couplet lying within the project area.

We can only receive credit for those funds which are state and city funds. No federal funds are eligible. Forty percent of the cost of the Second and Third Street Couplets are picked-up by the city. Of this forty percent, $14,000 is for the purchase of right-of-way and the remaining amount is for construction costs. The city's original estimate, including the right -of-way, was $105,928. Based on the estimate of the car count, which was computed earlier in the project, a 16.9 % benefit to the project area has been determined as the amount creditable to the city.

The construction work within the Urban Renewal area has been completed for quite some time. The city, however, has been unable to prepare their documentation which accompanies the non-cash grant-in-aid certificate which is required by the Housing and Home Finance Agency in order to close out our program. On the basis of our original estimate the city would receive $17,901

[illegible]

Mr. Cooper
Page Two

May 4, 1965

in credits.

It is quite important to us, since we are now in the process of a final audit, that the city have the necessary information from your department. We would certainly appreciate your cooperation in providing the city engineering staff with the information relative to construction costs within the Urban Renewal area. It is my understanding that the city manager has been in contact with your office in this regard. We are only hoping that our explanation of the above will impress upon you the urgency of this matter.

Your cooperation will be greatly appreciated.

Sincerely yours,

Leland R. Anderson
Executive Director

LRA:pc
cc: Frank Smiley
City Manager

[illegible]
[illegible] 1965
OFFICE OF
[illegible]

RECEIVED
APR 9 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L. PORTER

Salem, Oregon
March 31, 1965

SUBJECT: Traffic Signal Operation
2nd & 3rd Streets at Centennial Boulevard
Springfield

To: L. E. George
Ass't. Traffic Engineer
OFFICE

One day, more than a week ago when you and Mr. Crandall were absent, Mr. Edwards called in regard to the above subject. He stated that there was to be a meeting with City officials on April 6, and asked that prior to that time we observe the intersection and then brief either him or Mr. Porter.

As is shown by the attached plan, this is a four-way, skew-type intersection. Second and Third Streets are one-way roadways with a 50 foot separation which contains a railroad track. The signals are two-phase, fully actuated.

A March, 1965 traffic count showed a 24-hour entering volume of 12,000 vehicles. The split is almost 50-50. Twelve hundred vehicles turned left from Second and Third and 900 from Centennial. There were 200 U-turns from north to north.

On Tuesday, March 30 I contacted Frank Smiley, City Manager, on another subject. He mentioned the forthcoming meeting. The concern of the City seems to be the need for left-turn lanes and a left-turn phase for the turns off Second and Third.

On the same day, I watched the operation of the intersection from approximately 3:30 to 5:45 p.m. The intersection operated very well. At no time was there anything even approaching congestion.

If any problem exists, it involves left turns off Second and Third. These drivers turn into the median on the highway green and then must wait for the cross-street green before crossing the opposing lanes of traffic.

The median provides storage for three vehicles with the third cocked at an angle. The fourth left-turner blocks the thru lane. Occasionally the left-turners double-lane in the median providing five-car storage. Things look somewhat "hairy" when these get the green, but it works very well.

NOTED
JOM EDWARDS

Drawing
1940

There were three cycles when a driver wishing to turn north to east could not do so until the second cycle. In one instance, two vehicles were so trapped. This condition occurred twice with the south to west movement - once with one vehicle and once with two.

The angle of intersection promotes some slashing movements by drivers turning left off Centennial and by U-turners. Some U-turners, and some drivers turning left off Second and Third, failed to stop in the median. They are faced with a red signal so this would appear to be an enforcement problem. The violation is very rare (less than 1 percent).

When the volumes at this intersection are higher, we will have trouble with left turns off the highway. Solution of the problem will not be easy. Outriggers would involve purchase of built-up property. Three-phasing would be difficult if not impossible. A possible solution would be prohibition of left turns and provision of U-turn slots north and south of the intersection.

Val Johnson

Val Johnson
Traffic Control Engineer

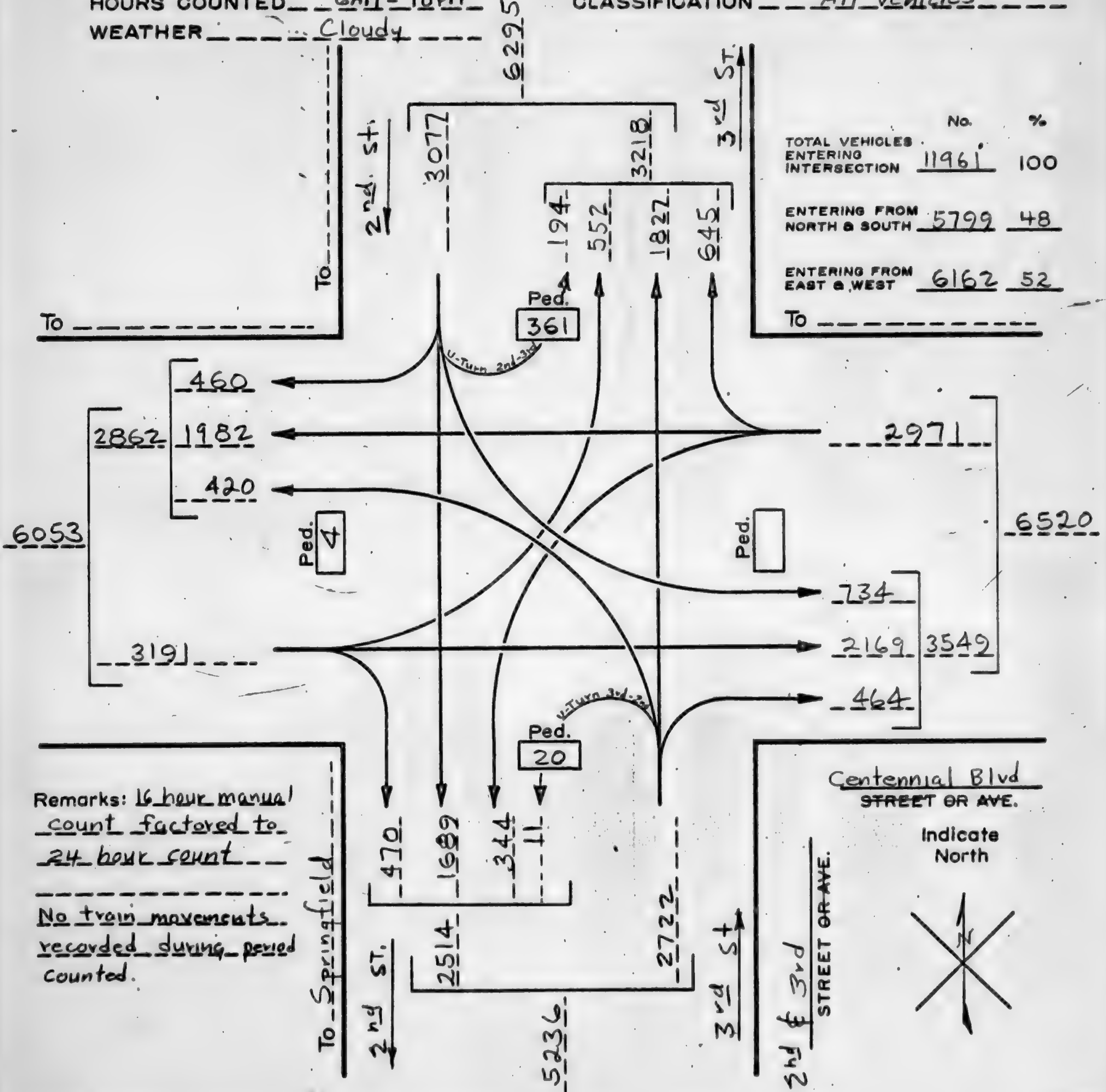
VPJ:ji
Attachments

RECEIVED
APR 2 1965
OFFICE OF
STATE [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 17-18, 1965
DAY OF WEEK Wed - Thur
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM - 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM - 10PM
WEATHER Cloudy

CITY OF Springfield
INTERSECTION OF 2nd St. - 3rd. St.
AND Centennial Blvd.
STATION NO.
CODE NO.
CLASSIFICATION All vehicles


6295
2nd st.
3077
3218
3rd St.
194
552
1827
645
Ped.
361
U-Turn 2nd-3rd
To
To
460
2862
1982
420
6053
Ped.
4
2971
Ped.
6520
734
2169
3549
464
3191
U-Turn 3rd-2nd
Ped.
20
470
1689
344
11
2514
2722
5236
2nd ST.
3rd St
To Springfield
2nd & 3rd STREET ~~OR AVE.~~
Centennial Blvd
~~STREET~~ OR AVE.
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11961	100
ENTERING FROM NORTH & SOUTH	5799	48
ENTERING FROM EAST & WEST	6162	52

To

Remarks: 16 hour manual count factored to 24 hour count

No train movements recorded during period counted.

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date March 17-18, 1965
Day of week Wed. - Thur.
Hours counted 6AM - 10PM
Weather Cloudy
Classification All vehicles

		SUMMARY BY MOVEMENTS															
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	U-Turn 2nd-3rd	U-Turn 3rd-2nd	TOTAL	From North and South
A. M.	6:00- 7:00	9	20	2	20	29	35	32	24	17	4	14	5	3		214	87
	7:00- 8:00	30	53	19	60	144	100	109	134	39	21	34	22	2	1	768	339
	8:00- 9:00	40	44	17	25	113	74	92	124	20	26	25	12	9		621	291
	9:00-10:00	25	26	13	21	104	66	79	84	19	19	27	14	8	3	508	252
	10:00-11:00	36	26	22	24	113	107	71	106	18	23	27	23	19	1	616	344
	11:00-12:00	45	21	23	19	89	92	108	88	18	17	16	20	18		574	304
P. M.	12:00- 1:00	37	38	23	33	90	114	99	125	19	31	33	26	10	1	679	332
	1:00- 2:00	34	33	14	24	115	101	109	102	18	30	25	29	9	1	644	333
	2:00- 3:00	27	33	22	45	114	114	111	142	23	17	35	20	11	2	716	327
	3:00- 4:00	58	55	37	30	112	147	182	161	27	39	43	25	10		926	428
	4:00- 5:00	90	61	39	50	173	180	224	203	24	41	52	48	8		1193	579
	5:00- 6:00	60	38	58	49	109	231	174	236	17	39	22	47	42	1	1123	587
	6:00- 7:00	45	43	39	32	81	117	136	149	13	42	33	31	11		772	366
	7:00- 8:00	71	37	34	32	78	91	110	151	20	27	21	26	6		704	333
	8:00- 9:00	39	24	28	21	41	48	96	86	10	27	15	15	7		457	205
	9:00-10:00	21	34	28	17	30	44	70	57	11	19	5	19	3		358	164
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		734	645	460	552	1689	1827	1982	2169	344	464	470	420	194	11	11961	5799
16-Hour total		667	586	418	502	1535	1661	1802	1972	313	422	427	382	176	10	10873	5271
__-Hour total																	
Control																	
Factor																	

2nd & 3rd St. is North and South
Centennial Blvd St. is East and West

STATE PRINTING DEPT.

STATE HIGHWAY COMMISSION
Traffic Engineering Division

RY OF TRAFFIC COUNT

All vehicles

City of Springfield
Intersection 2nd. St. - 3rd. St. & Centennial Blvd
Station number
Code number

Entering Volumes

South to West	U-Turn 2nd-3rd	U-Turn 3rd-2nd	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	SUMMARY BY LEGS East	SUMMARY BY LEGS West	SUMMARY BY LEGS South	PEDESTRIANS USING CROSSWALKS North	PEDESTRIANS USING CROSSWALKS East	PEDESTRIANS USING CROSSWALKS West	PEDESTRIANS USING CROSSWALKS South
5	3		214	87	41	127	59	43	69	58	44	1			
22	2	1	768	339	44	429	56	195	201	228	144	40			
12	9		621	291	47	330	53	179	156	174	112	84			5
14	8	3	508	252	50	256	50	150	124	132	102	1			
23	19	1	616	344	56	272	44	190	115	157	154	8			
20	18		574	304	53	270	47	175	147	123	129	18			
26	10	1	679	332	49	347	51	160	156	191	172	10			
29	9	1	644	333	52	311	48	172	160	151	161	5			
20	11	2	716	327	46	389	54	174	167	222	153	42			10
25	10		926	428	46	498	54	217	264	234	211	99			5
48	8		1193	579	49	614	51	310	309	305	269	28			
47	42	1	1123	587	52	536	48	269	229	307	318	15		4	
31	11		772	366	47	406	53	176	192	214	190	3			
26	6		704	333	47	371	53	189	167	204	144	2			
15	7		457	205	45	252	55	115	130	122	90	1			
19	3		358	164	46	194	54	82	115	79	82	4			
420	194	11	11961	5799	48	6162	52	3077	2971	3191	2722				
382	176	10	10873	5271	48	5602	52	2796	2701	2901	2475	361		4	20

Tabulated by

Computed by

Checked by

Checked by

6440

March 15, 1965

Mr. Frank R. Smiley
City Manager
City Hall
Springfield, Oregon 97477

Dear Mr. Smiley:

This will acknowledge your letter of February 24 concerning traffic signals in the city of Springfield.

In regard to the painting of the poles, et cetera, at the intersection of Second and Third Streets with Centennial, I am asking our Bridge Engineer to negotiate with the contractor for aluminum paint rather than the specified green. We will use the aluminum paint.

In regard to the projected signal installation at the intersection of Main and 28th Streets, we will discuss our plans with you prior to the final letting of the contract.

As you have stated, the poles and mast arms for the traffic signals at the intersections of Second and Main Streets, which are under contract at the present time, will be aluminum. It will not be possible for us to paint all of the signals along Main Street aluminum at this time. As the City paints these poles during normal maintenance activities, we would approve the use of aluminum paint.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
P. M. Stephenson (Enc.)
F. B. Crandall
Ivan Merchant
L. R. Chandler

VPJ:ji/TE:jwa

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

February 24, 1965

Mr. F. B. Crandall, Secretary
State Speed Control Board
State Highway Department
Salem, Oregon

Re: Signalization at 2nd and 3rd
on Centennial

Dear Mr. Crandall:

We have recently discussed with representatives of the State Highway Department the advisability of having the signal bridge at 2nd and 3rd and Centennial painted aluminum rather than the planned dark green color. It would appear that there are several advantages to changing to the aluminum paint, and provided that there is no additional costs to the contract price, we herewith request that the painting be aluminum on this signal structure.

It would also seem appropriate at this time to comment on the design of this particular intersection signalization system. I assume that you have seen the installation since the contractor has completed his structural work, and would appreciate the type of comments which we have received and which we find somewhat difficult to explain. It is my understanding that the design for this intersection was left entirely up to the contractor contingent upon approval by the State Highway Department. It seems rather apparent that whether this was the case or not, someone developed a design with more concern about cost factors than appearance or other considerations. I think if we have learned anything on this one, it is simply to insist on approval of structural drawings for future intersection signalizations prior to the letting of any contracts by the State. We are presently anticipating the signalization of 28th and Main Street, and would like to go on record that we do not appreciate the appearance of the intersection at 2nd and 3rd and Centennial, and we strongly suggest that a more pleasing design be proposed for 28th and Main Street.

In the matter of paint color for the post installations, we learned that the installation now underway at 2nd and Main Street is intended to be aluminum. We agree with this color provided the Highway

NOTED

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FEB 25 1965
TRAFFIC ENGINEERING

Department intends to continue this color on existing signalization systems along Main Street. These posts now are dark green, and it would seem most practical to us to establish a uniform color for all traffic signal installation poles.

We appreciate your assistance and cooperation on these matters, and look forward to their early completion.

Very truly yours,

Frank R. Smiley
City Manager

FRS:mp

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MAR 10 1965
FOR FILING

[illegible]

6440

March 10, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 5, 1965 on Contract No. 6440. The contract was with L. H. Morris Electric Company and was for 2nd and 3rd Street signals in Springfield on the Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on March 11.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
L. R. Chandler

PMS:bjs

FORM E-30X—50M—12-63 54677

FEB 24

FOR FILING

6440

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 19, 1965
Salem, Oregon 97310

SUBJECT: Signal Installation
2nd-3rd & Centennial Blvd.
Springfield

To:

MEMO TO FILE

John Quiner called this date indicating that the City would like to substitute aluminum paint rather than specified "Signal Green" for the signal poles and monotube bridges at the subject location.

I indicated we would have no objection, however, it would be advisable to obtain the request in writing from the City.

F. B. Crandall
Traffic Engineer

FBC:njc

cc: Tom Edwards ✓
L. E. George
V. P. Johnson
W. R. Zirbes

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NOTED
TOM EDWARDS

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MAR 10 1965
FOR FILING

L. H. MORRIS ELECTRIC CO.

LIGHT AND POWER INSTALLATIONS

L. H. MORRIS, Mgr.
Phone 344-6272

944 West 5th Avenue
P.O. Box 466
EUGENE, OREGON

February 15, 1965

Oregon State Highway Department
Salem, Oregon

RE: Traffic Signal Installation
2nd and 3rd at Centennial Blvd.
Springfield, Oregon
Job No. 7822B

Gentlemen:

It presently appears that we will be unable to complete this project within the time limit originally specified. We have experienced extensive delays in the shipment of the poles and just received the last shipment February 9, 1965.

Much of the delay can be attributed to the revisions required by Price Agreement No. 2 dated October 30, 1964. This agreement changed the length of the bridges, changed the hub arrangements in the poles and added two additional signal pedestals. This change necessitated the revision of shop drawings and delayed the start of fabrication of poles until after this date.

Considering the time lag required for the manufacturer and shipping of these special poles we feel that an extension of completion time is justified because of the delay required by the revisions in Price Agreement No. 2.

It appears that because of the weather we are experiencing we will be unable to paint the poles until Spring. We request that the counting of work days used be terminated after the installation of the equipment and not resumed until later in the year when the weather is satisfactory for painting.

Very truly yours,

L. H. MORRIS ELECTRIC CO.

BY: Del Randall

DKR:bmc
cc- Van Larsen

NOTED
LLOYD P. SHAW

Original To Morgan
2-19-65

Bridge contract # 1440 –
unable to find original letter,
but contract was completed
3-5-65, and within time limit so
no time extension required.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 23 1964
FOR FILING

654

FORM [illegible] SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 20, 1964

SUBJECT:

To: Mr. D.B. Parkes
Office Engineering

DEPARTMENT

L.H. Morris Electric Company started work on Contract No. 6440 traffic signal installation at 2nd and 3rd Streets at Centennial Boulevard in Springfield on the Springfield Highway in Lane County on November 16, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

~~cc:~~ F.A. Query

NOTED
FLOYD QUERY

Kuth

RAILROAD COMPANIES
FILE No. 620

RECEIVED
AUG 31 1964

FORM 2-30 80M 12-63 84676

FOR FILING

120-1626

6440

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1964

SUBJECT: File No. 35386
Agreement-Traffic Signal Installation
2nd & 3rd Sts. at Centennial Blvd.
Southern Pacific Company
Springfield
Lane County

To:

Mr. Floyd Query,
Secretary
State Highway Commission
Building

Attached please find fully executed duplicate original of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encl.

cc: R. L. Porter (1)
F. D. Morgan (2)
I. A. DeFrance (1)
L. R. Chandler (2)
J. W. Nash (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

TED
FLOYD QUERY

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

July 31, 1964

IN REPLY PLEASE REFER TO

911359/323-2

CONSTRUCTION DIVISION 0-PD-Spr-63-10
RECEIVED
AUG 3 1964
NOTED ☐ ☐ ☐ ☐ ☐
CE ASE ACE CCE

Mr. Forrest Cooper (2)
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan
Construction Engineer

Dear Sir:

Reference is made to your letter dated June 25, 1964, file Project US-441(3), in which you advise that the existing Standard No. 2 flashing light signals with gongs located at the Centennial Boulevard grade crossing in the City of Springfield conflict with the construction requirements of the reconstruction of the Springfield Highway, "Q" Street-McKenzie Highway Section, and must be relocated.

Reference is also made to your letter of July 1, 1964, advising that in addition to moving the flashing light signals, it will be necessary to extend the timber headers on the south side of the crossing.

We have been informed that in a conference at Salem on July 30, between Mr. E. A. Kendrew of our Portland Division Engineering Office and Messrs. T. W. Litchfield and D. J. Barbee of your organization, it was agreed that your proposed curb return in the southwest quadrant of the crossing would be moved approximately 26 feet north and would be constructed on a radius of approximately 10 feet. By constructing the curb in this manner, it will not be necessary to extend the crossing timbers or the crossing itself as suggested in your letter of July 1.

It has also been determined that in connection with this improvement, additional light units should be installed on the relocated Standard No. 2 signals for the protection of left turn traffic.

Based on the foregoing understanding, Southern Pacific Company is willing to perform the work of relocating the two existing Standard No. 2 flashing light signals and of furnishing and installing the additional light units thereon, provided State will reimburse Railroad for all expense incurred in connection therewith, billing to be on the basis of actual costs and in accordance with Bureau of Public Roads' PPM 30-3. It is understood that State will arrange for construction of the southwesterly curb return in the location and manner agreed to in the conference on July 30, 1964, and that the flashing light signals will be reinstalled in locations to the mutual satisfaction of State and Railroad. The estimated cost of furnishing necessary materials and performing signal work by Railroad is as follows:

Relocate 2 Flashing Light Signals	$ 575
Install 2 Additional Flashing Light Units	190
Preliminary Engineering	100
Travel Time	100
Freight	26
Material Handling	22
Vacation Allowance	28
Health and Welfare	28
Holiday Pay	11
RR Retirement & Unemployment Tax	62
PL, PD and WC Insurance	22
Accounting and Billing	58
Contingencies	118
Total Estimated Cost	$ 1,340

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to this office.

Yours very truly,

ACCEPTED THIS 7th DAY OF
August, 1964
ON BEHALF OF THE STATE OF OREGON
ACTING BY AND THROUGH ITS DEPARTMENT OF HIGHWAYS.

By R. L. Porter
Title Deputy State Highway Engineer

RECEIVED
JUL 6 1964
FOR FILING

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910

July 3, 1964

Oregon State Highway Commission

Gentlemen:

Development of the Second-Third Street Couplet in the city of Springfield requires the interconnection of traffic signals with the railroad signal at Centennial Boulevard. Bids were taken for this installation on May 26. The signals when completed will be maintained by the City of Springfield.

An agreement had been worked out with the railroad, permitting this construction. After award, the railroad required additional insurance. An agreement has been prepared covering the desired changes. The added cost will be approximately $200.

We recommend your approval of the agreement. This item will be on the agenda for your meeting on July 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison

TE:jw bbc

FORM E-123X 30M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 11, 1964

Mr. Frank R. Smiley
City Manager
City Hall
Springfield, Oregon

Dear Mr. Smiley:

We have received City of Springfield's Warrant #10904 for $30,000 representing the City's third and final payment for the construction of the 2nd and 3rd Streets couplet (Springfield Highway) as provided by agreement of 12/28/60, supplemented by agreement of 11/22/63. This deposit also covers City's participation in costs of the proposed traffic signal installation at the intersections of 2nd and 3rd Streets with Centennial Avenue.

As discussed previously, when final costs are available for the above projects, any refund due Springfield will be applied toward City's share in the cost of the proposed project on the McKenzie Highway (Main Street at 28th).

We have also received Warrant #10911 in the amount of $20,000 as the City's advance deposit for the proposed project on the McKenzie Highway (Main Street at 28th), to be applied to costs of right-of-way acquisition, construction, and traffic signal installation, as per the agreements which accompanied the warrants and which will be presented to the Highway Commission for approval at the June meeting.

Thank you for your cooperation and interest in these matters.

VerY truly yours,

Forrest Cooper
State Highway Engineer

By

H S Cox
H. S. Cox by DNH
County and City Division Engineer

DNH:mm
cc: Forrest Cooper
R. L. Porter
L. P. Shaw
C. H. Maison
V. D. Wolfe
L. H. Young

FORM E-30X—90M—10-63 46833

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1964

SUBJECT: Construction Deposits
City of Springfield
Warrants 10904 and 10911

To: Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

The attached warrant 10904 in the amount of $30,000 is to cover final payment on construction project on the Springfield Highway, Q Street-McKenzie Highway Section, i.e., 2nd and 3rd Streets couplet. This final payment makes a total of $80,000 forwarded to date, with $20,000 paid on 6/14/62 and $30,000 paid 7/15/63. The contract project for this section of highway was awarded on 11/7/63 as Contract #6353, and the signalization of said section was awarded 6/1/64 as Contract #6440.

Please note that any overpayment by City above the actual final total cost shall be applied towards the cost of the proposed project on the McKenzie Highway (Main Street at 28th Street).

Also attached is warrant 10911 from the city in the amount of $20,000 to cover city's advance deposit required for the proposed project on the McKenzie Highway (Main Street at 28th Street). Items to be covered include cost of right-of-way acquisition, construction, and traffic signal installation.

H. S. Cox
County and City Engineer

By

Don Harwell
Don Harwell
Office Engineer

DNH:mm
Att: 2 warrants

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
L. H. Young

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

June 9, 1964

Springfield Hwy #228

NOTED
DON HARWELL

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Warrant #10904

Regarding 2nd and 3rd Street Couplet

Dear Mr. Cooper:

Attached to this letter is a check in the amount of $30,000 representing our third and final payment for the city's share in the construction of the 2nd-3rd Street couplet in Springfield.

This payment brings our total contribution to $80,000, and it is our understanding that any surplus after construction is completed will be applied towards the signalization of 2nd and 3rd at Centennial Boulevard. Our last estimates on this cost from your office indicates that there might be still some of the $80,000 amount remaining after the signalization is completed. It is our intent that this be applied to the planned construction of the intersection at 28th and Main Street since the City of Springfield is also providing funds for this improvement.

I should like again to express our sincere appreciation for the cooperation received from the State Highway Department for this and other projects which have been undertaken jointly by the city and the state. We are most happy to continue working with you in this area.

Very truly yours,

Frank R. Smiley

Frank R. Smiley
City Manager

FRS:mp

Attachment

RECEIVED
JUN 10 1964
ENGINEER
COUNTY & CITY DIVISION

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

June 8, 1964

McKenzie Hwy #15

NOTED
DON HARWELL

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Warrant # 10911

Dear Mr. Cooper:

Attached with this letter are the signed agreements for construction and signalization of the intersection at 28th and Main Street in Springfield, two executed copies of the resolution authorizing the agreement, and a check in the amount of $20,000.

The $20,000 payment represents our first deposit toward the $35,000 which has been estimated by your office to be the city's share in this improvement project.

We are indeed pleased to see this progress and trust that every effort will be made to begin construction during this calendar year. If we can assist in any way in the execution of the project, I hope you will not hesitate to contact us.

Very truly yours,

Frank R Smiley

Frank R. Smiley
City Manager

FRS:mp

Enclosures

RECEIVED
JUN 10 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
AUG 12 1964

FOR FILING

6440

June 1, 1964

L. H. Morris Electric Company
P. O. Box 466
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 28 accepted your proposal for Springfield Traffic Signals at Second and Third Streets at Centennial Boulevard in Lane County for the sum of $21,262 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6440.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By

C. W. Head, Assistant Secretary

fkn

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Port., Ore.

Frank Morgan
L. H. Young
R. G Savage (SIAC)
I. D. Merchant

RECEIVED
APR 27 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

71636

April 24, 1964

Mr. Frank R. Smiley
City Manager
City Hall
Springfield, Oregon

Dear Mr. Smiley:

In accordance with your phone conversation of Monday, April 20, with Mr. Harvell, please disregard our request of April 17 for an advance deposit of $14,350 for the signalization of the intersections of 2nd and 3rd Streets with Centennial Boulevard.

As indicated by you and Mr. Porter's letter of February 10, City's forthcoming check in the amount of $30,000 will be sufficient to pay for the balance of construction and the signalization of the 2nd and 3rd Streets Couplet.

The balance of the $30,000 will be allocated toward the cost of the project on the 28th Street connection with the McKenzie Highway in Springfield. We will contact you in the near future with a tentative agreement for this project.

Please contact this office if you have any further questions pertaining to this or any other matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Division Engineer

DMH:mm

NOTED
TOM EDWARDS

cc: R. L. Porter
L. P. Shaw
Tom Edwards

RECEIVED
21 1964
E OF
WAY ENGINEER

MEMO TO FILES, 4/23/64

CITY OF SPRINGFIELD: 2nd & 3rd Streets Couplet, Springfield Hwy #228
28th St. Connection, McKenzie Hwy #15

A letter of November 5, 1963, to Mr. L. P. Shaw is attached along with a cost breakdown for Springfield's share of construction of the 2nd and 3rd Streets Couplet.

The supplemental agreement covering the couplet was approved by the Highway Commission on 11/22/63 and by the B.P.R. on 12/6/63.

On 4/17/64 an agreement was sent to City for traffic signal installation on couplet at Centennial Street crossing which City was requested to sign and return with $14,350 deposit to cover half of anticipated cost.

On 4/20/64 City Manager Smiley phoned to say that he had assurance of Mr. R. L. Porter (letter 2/10/64) that sufficient funds were forthcoming to cover this cost.

After talking with Mr. Porter, I called Mr. Smiley and acknowledged that our request for this advance deposit was in error and that City's final payment on 2nd & 3rd Streets couplet, due prior to 7/15/64, would be more than enough to cover this.

As of this date, State has received a sum of $50,000 for the 2nd & 3rd Streets couplet, and City plans to deposit an additional $30,000 in the near future. By agreement, the $30,000 is due on or before 7/15/64.

The $30,000 is to be applied as follows:

$13,899.37	to cost	of construction of 2nd & 3rd Streets Couplet;
14,350.00	" "	of signalizing 2nd and 3rd Streets intersections with Centennial Boulevard in Springfield; and
1,750.63	" "	reconstruction of 28th Street and McKenzie Highway (Main Street).

This office is preparing an agreement on a 75%-25% basis for construction and right-of-way acquisition on the McKenzie Highway project. This will be presented for Mr. Smiley's consideration prior to final preparation by our Legal Division.

Another agreement covering cost and signalization of the McKenzie Highway project will be prepared by Traffic Engineering Division and will be on a 50%-50% basis.

Don Harwell

Don Harwell, Office Engineer
County and City Division

DNH:mm
cc: R. L. Porter
L. P. Shaw
Edwards

RECEIVED
APR 21 1964
FOR FILING
[illegible]
6440

April 21, 1964

2213

Oregon State Highway Commission

Gentlemen:

The development of the Second-Third Street Couplet and its crossing at Centennial Boulevard in the City of Springfield will require the installation of a fully actuated traffic signal. This is an indirect installation requiring interconnection with the railroad crossing signals on Centennial Boulevard, which is the cross street.

It is estimated that the cost will be $28,700. The City of Springfield has agreed to bear one-half the cost of installation and to assume the cost of maintenance and electrical energy for operation. I recommend your approval of this item.

This will be on the agenda for the meeting April 23.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison

TE:jw bbc

RECEIVED
MAY 21 1964

FOR FILING

6440

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
May 20, 1964

Mr. H. S. Cox
County and City Engineer

Traffic Signal Agreement
Springfield Highway No. 228
2nd & 3rd Streets at Centennial Blvd.
City of Springfield

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an agreement with the City of Springfield covering installation of a traffic signal at Second and Third Streets at Centennial Boulevard in Springfield on the Springfield Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files, and one fully executed copy has been sent to the City Recorder, Springfield, Oregon.

Floyd Query, Secretary

fkn

Attachment

RECEIVED
APR 20 1964

FOR FILING

12-16-

[illegible]

April 20, 1964

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Room 251, Union Station
Portland 9, Oregon

Dear Mr. Kilborn:

This will acknowledge your letter of April 8 concerning the proposed traffic signal installation at the intersection of Second and Third Streets with Centennial Boulevard in Springfield.

The State will accept easement on the basis of an illustrated print, rather than description of the property to be occupied by the pole. The print enclosed with your letter is satisfactory.

I wish to thank you for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:pk jw

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

April 8, 1964

IN REPLY PLEASE REFER TO
911359/323-3
O-PD-Spr-63-10

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. Tom Edwards
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of January 17 relative to Oregon State Highway Department constructing one-way couplet consisting of Second and Third Streets in the City of Springfield.

Installation of traffic signals at intersection of the couplet with Centennial Boulevard as submitted with your letter of January 17 is approved. This approval includes grant of easement to the State for portions of their facilities on our property outside of the limits of the existing grade crossing.

Desire your verification that State will accept easement on the basis of an illustrative print rather than description of the property to be occupied by the poles and conduits. Attach print of Portland Division drawing B-533 showing the encroachment on Southern Pacific Company property.

If this meets with your approval we will prepare appropriate agreement which will cover easement for poles, wires, conduits etc. without monetary consideration.

Yours truly,

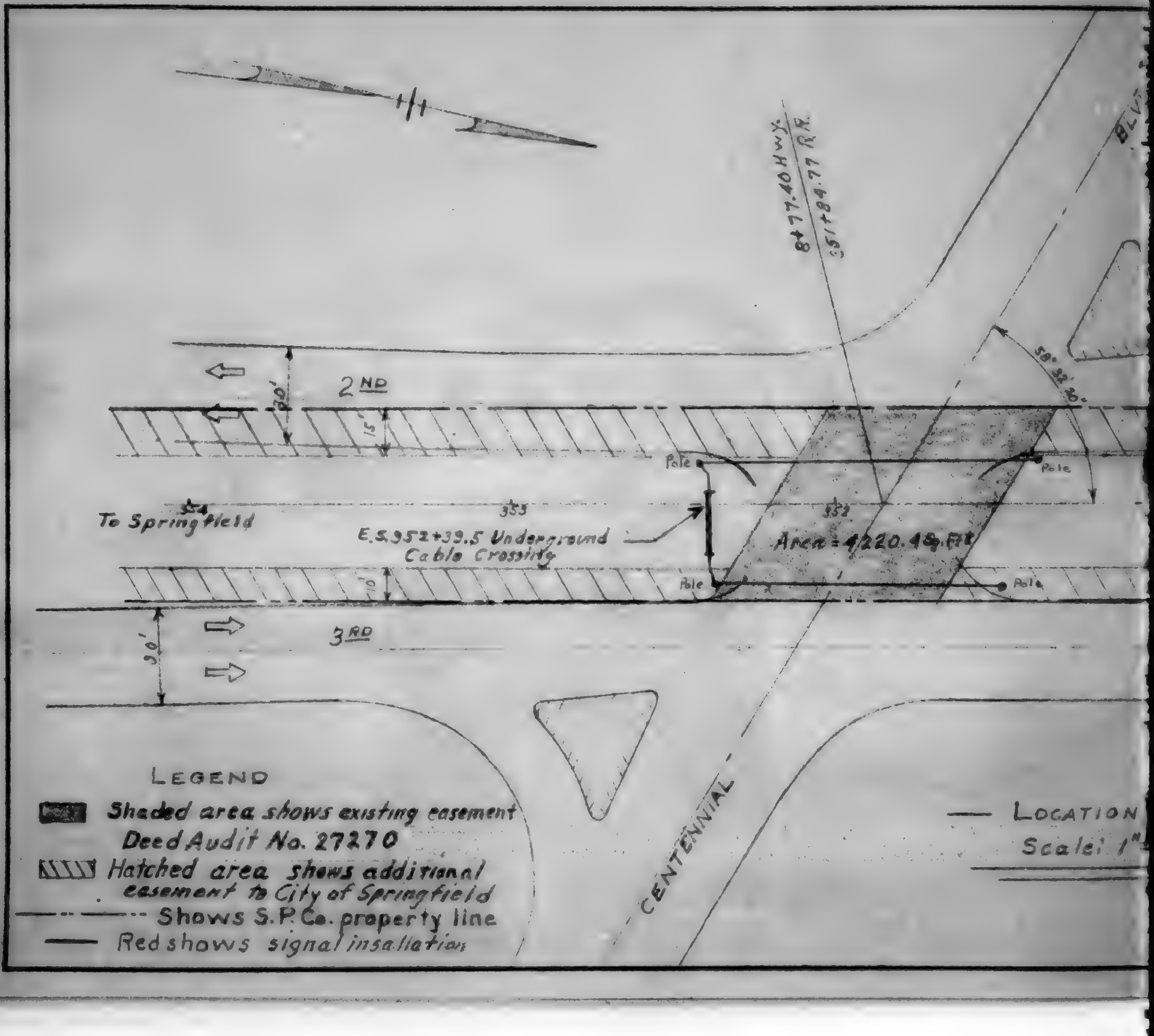
AWKilborn

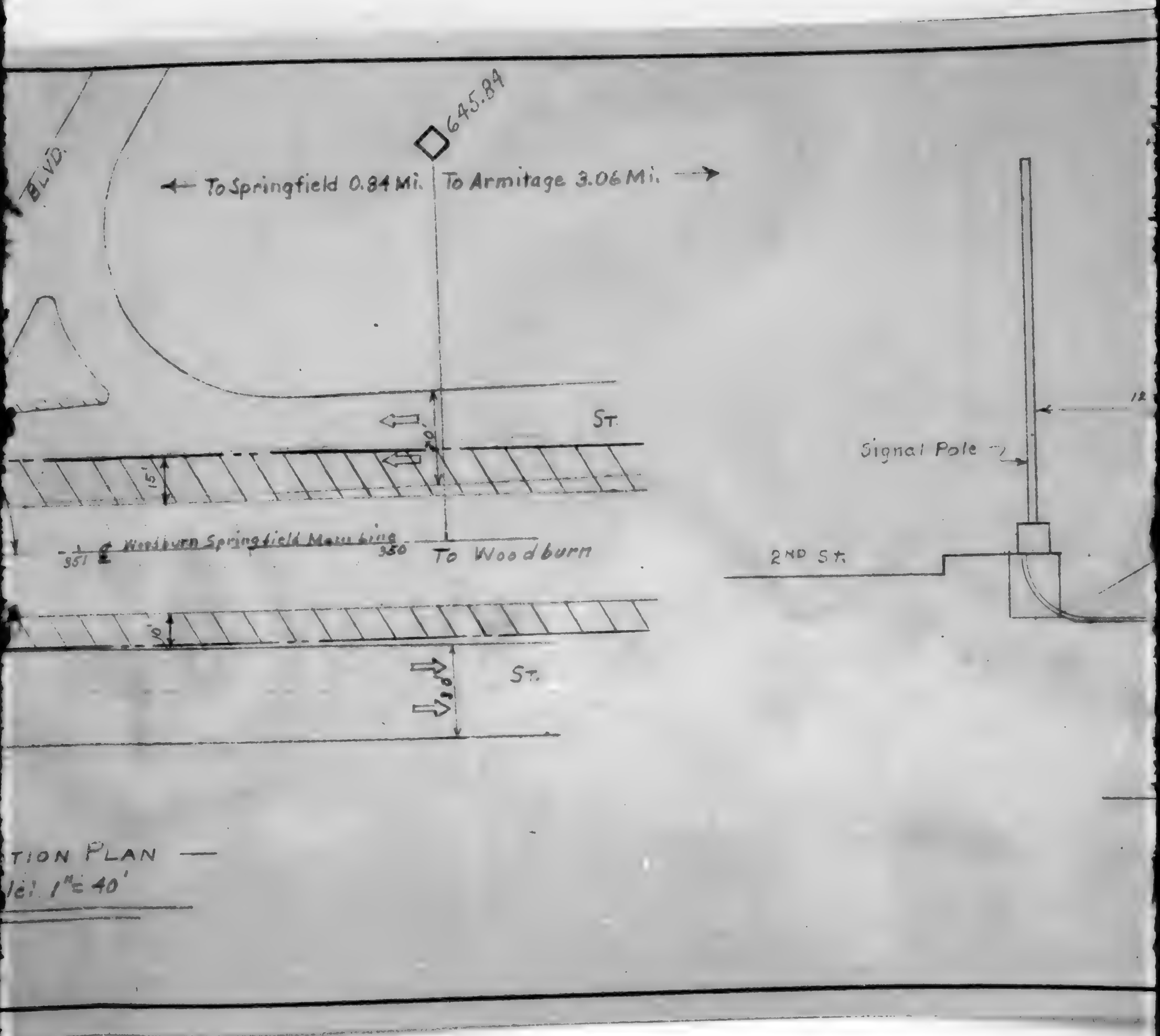
Crandall
AW reply

RECEIVED
[illegible]
BRIDGE DIVISION
APR 17 1964
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

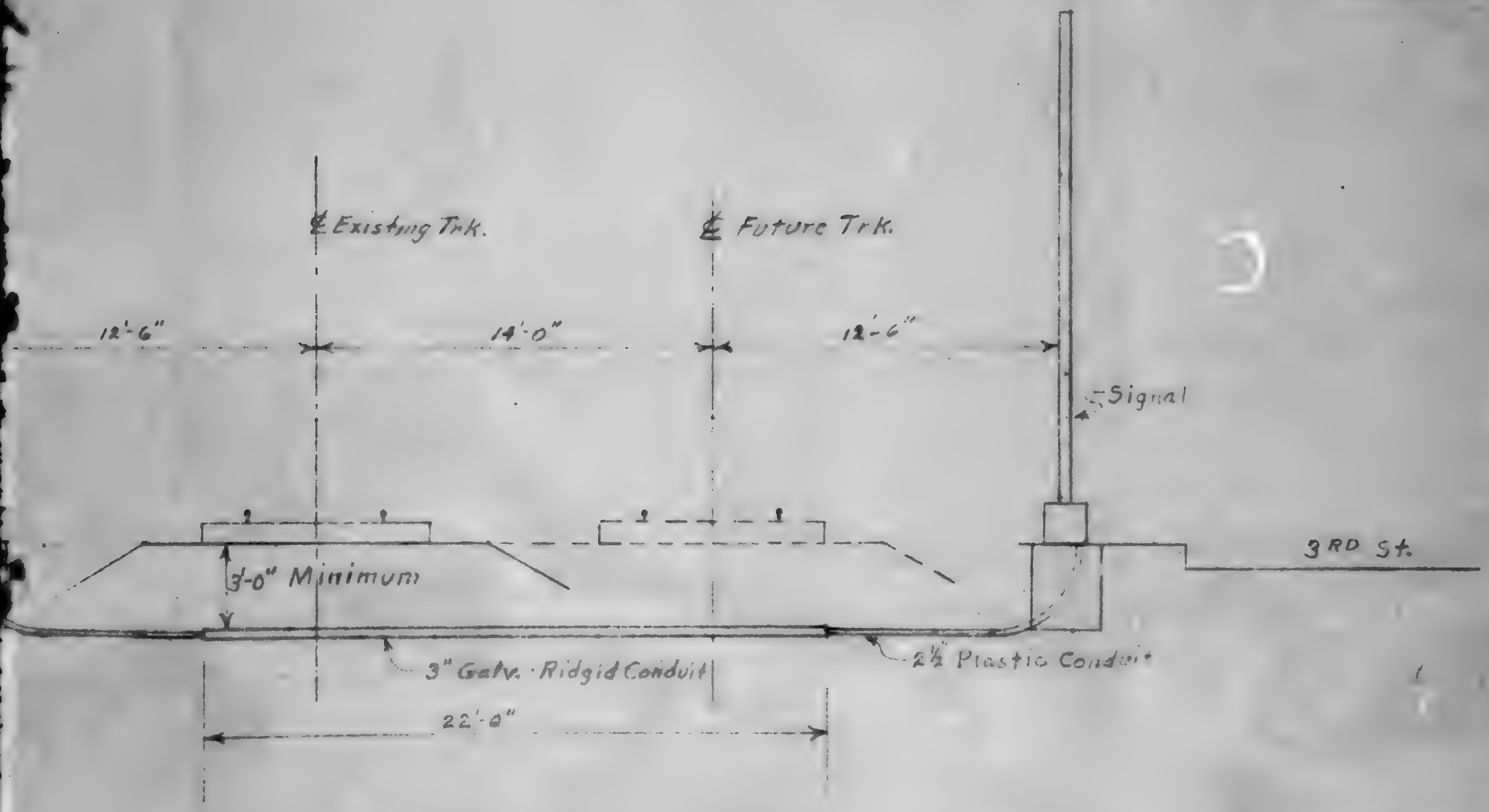
RECEIVED
APR 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

1E 2213


8+77.40 Hwy.
351+84.77 R.R.
BLV
58° 32' 30"
2ND
30'
15'
Pole
Pole
354
353
352
To Springfield
E.S.952+39.5 Underground
Cable Crossing
Area = 4220.4 Sq.Ft.
10'
Pole
Pole
3RD
30'
CENTENNIAL
LEGEND
Shaded area shows existing easement
Deed Audit No. 27270
Hatched area shows additional
easement to City of Springfield
Shows S.P. Co. property line
Red shows signal insallation
LOCATION
Scale: 1"


BLVD.
645.84
← To Springfield 0.84 Mi.
To Armitage 3.06 Mi. →
ST.
20'
15'
℄ Woodburn Springfield Main Line
351
350
To Woodburn
10'
30'
ST.
Signal Pole
12
2ND St.
TION PLAN —
le: 1" = 40'

PORTLAND D
DRAWING B-5
SHEET NO.


℄ Existing Trk.
℄ Future Trk.
12'-6"
14'-0"
12'-6"
Signal
3RD St.
3'-0" Minimum
3" Galv. Ridgid Conduit
2½ Plastic Conduit
22'-0"

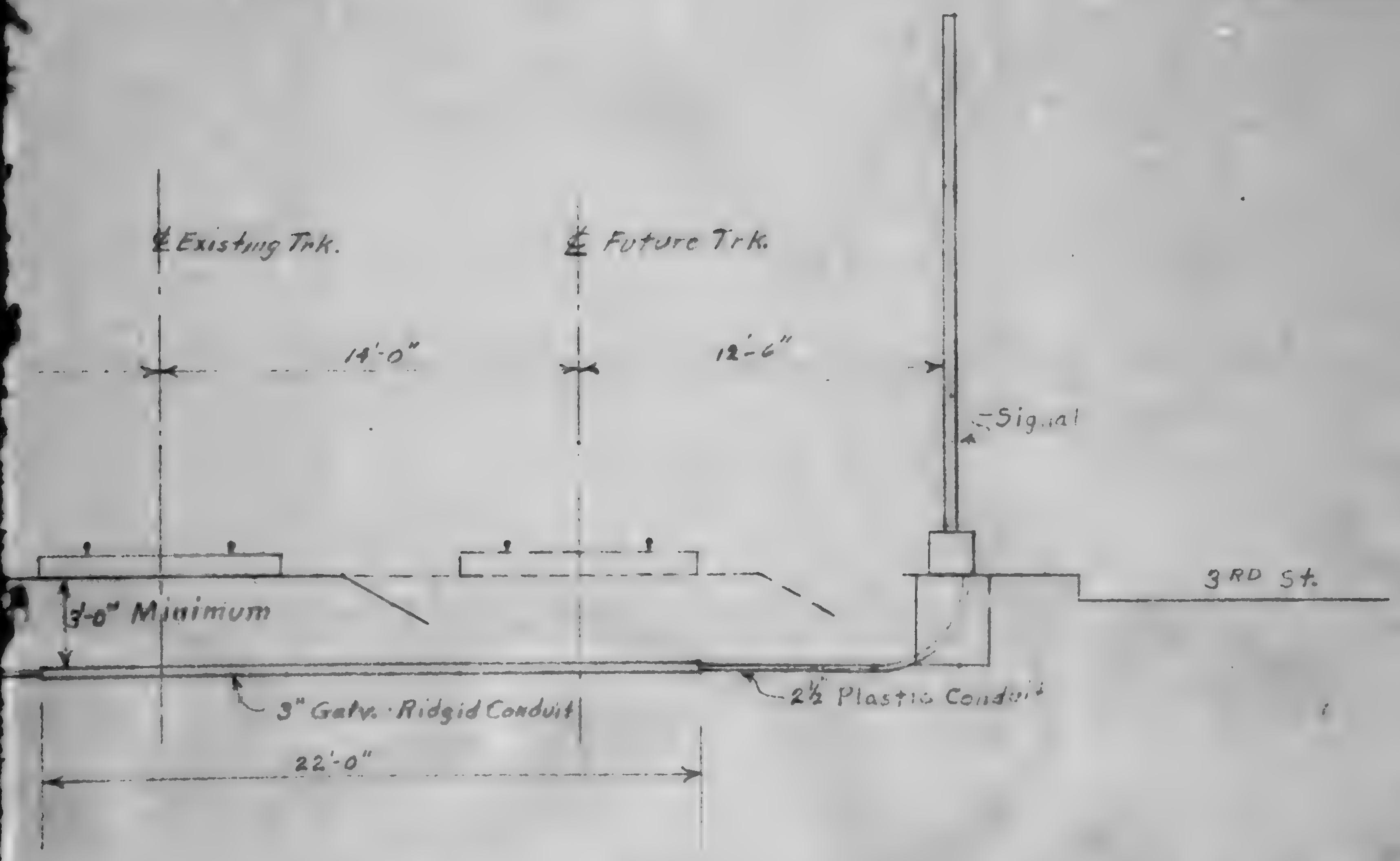
SECTION CONDUIT INSTALLATION DETAIL

Scale: 1" = 6'-0"

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WOODBURN SPRINGFIELD BR.
SPRINGFIELD
TRAFFIC SIGNAL INSTALLAT
2ND & 3RD STS. AT CENTENNIAL
Scale: As Shown J.J. Feb. 26,

DRAWER

PORTLAND DIV'N.
DRAWING B-533
SHEET NO.


℄ Existing Trk.
℄ Future Trk.
14'-0"
12'-6"
Signal
3RD St.
3'-0" Minimum
3" Galv. Ridgid Conduit
2½" Plastic Conduit
22'-0"

SECTION CONDUIT INSTALLATION DETAIL —
Scale: 1" = 6'-0"

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WOODBURN SPRINGFIELD BR.
SPRINGFIELD
TRAFFIC SIGNAL INSTALLATION
2ND & 3RD STS. AT CENTENNIAL BLVD.
Scale: As Shown J.J. Feb. 26, 1964

DRAWER

RECEIVED
FEB 11 1964
FOR FILING
[illegible]
[illegible]

February 10, 1964

Mr. Frank R. Smiley
City Manager
City of Springfield
Springfield, Oregon

Dear Mr. Smiley:

In line with our discussion on February 7, this is to advise that there should be sufficient balance (based on present estimates) from the City of Springfield's $80,000 deposit on the 2nd and 3rd Street project to cover 50 per cent of the cost of a traffic signal system at Centennial Boulevard.

It is my understanding that this Department will await written request from the City before proceeding with the 28th and Main Street project or with giving consideration to a four-lane job between 28th and 42nd.

If I have missed something or have not properly stated your understanding, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Coper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON

OFFICE OF THE
CITY MANAGER

February 6, 1964

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Re: Signals for 2nd and 3rd Street
at Centennial Boulevard

Dear Mr. Cooper:

Your office recently sent us cost figures on the 2nd and 3rd Street project which would indicate that the city's share in this program will be approximately $69,000. This will leave a surplus of approximately $11,000 from the $80,000 amount which we are depositing with the State Highway Department over a three year period. Our last $30,000 payment will be made sometime prior to June 30th of this year.

Porter

I would like to suggest that the surplus which we anticipate be used towards the city's share of the traffic signal installation which will be required at the intersection of 2nd and 3rd Street with Centennial Boulevard. I don't believe that we have requested cost estimates nor discussed plans for the installation and payment of this signal.

We would appreciate receiving at your earliest convenience an estimate of the signalization and any suggestions as to the city's payments for its share of the costs. I would anticipate your retaining the excess as mentioned above, and if additional funds are required, your estimate would allow us to make the necessary budget provisions in the 64-65 budget which we will be preparing during March and April.

Your early attention to this request would be especially appreciated.

Very truly yours,

Frank R Smiley

Frank R. Smiley
City Manager

NOTED
R. L. PORT

FRS:mp

September 11, 1963

Mr. Frank R. Smiley
City Manager
City of Springfield
344 "A"
Springfield, Oregon

Dear Mr. Smiley:

Our Traffic Division has estimated the cost of installing traffic signals at the intersection of the Second and Third Street couplet with Centennial Boulevard in your City. The basis of the estimate is a fully actuated signal interconnected with the railroad signal circuit. The estimated cost is $21,500.

Plans are being prepared but are not ready at this moment. This bit of information is provided for your use prior to the receipt of the plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

30 Dec!
12-2-63 Jones to advise

I-5-1(54) N. Ashland Interch.-S. Ashland 1964
12 Interch. Sec., Pacific Hwy.
#6441 (Roadside Improve.)

RECEIVED
MAR 17 1966
FOR [illegible]

I 5 1 ([illegible]) [illegible]

6441

March 17, 1966

U.S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6441 awarded to E. P. Baltz & Son, for roadside improvement on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, was completed on December 15, 1964, and accepted by the Highway Commission on March 15, 1966.

Final payment in the amount of $7,039.94 will be released to the contractor after March 24, 1966. The total contract amount is $91,553.28 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc E. P. Baltz & Son
9817 East Burnside Street
Portland 16, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 17 1966
FOR FILING
I-5-1(54)12

6441

March 16, 1966

Oregon State Highway Commission

Gentlemen:

In the acceptance of contract letter with E. P. Baltz & Son, Contract No. 6441, dated March 15, the completion date should read December 15, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAR 17 1966

FOR FILING
I-5-1 (34)

6441

March 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 15, 1965, on Contract No. 6441. The contract was with [illegible]. P. Seltz & Son and was for roadside improvement on the North Ashland Interchange–South Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAR 2 - 1966
PLAN FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work, including establishment period, was completed on January 14, 1966, on Contract No. 6441, N. Ashland Interchange-S. Ashland Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(54)12.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: February 21, 1966

Conditions noted on above date:

This project was inspected on 2-17-66 and all work, including the final replanting, has been performed in apparent conformance with plans and specifications. It is noted that not all utilities crossings at the N. Ashland Interchange are controlled by appropriate permits at this time.

A. W. Parsons
Division Engineer
M E Martin
By: M. E. Martin
District Engineer

3-2-66
REFERRED TO
Young - please alert someone to work on permits
By Asst. State Hwy. Engr.

A

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Ashland Interchange - S. Ashland Interchange

WEEK ENDING: July 3, 1965

SECTION PREFIX: 615-1013

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: N. Ashland Int'ch. - S. Ashland Int'ch.

KIND OF WORK: Roadside Improvement

CONTRACTOR: E. P. Baltz and Son

CONTRACT NUMBER: 6441

~~FEDERAL AID PROJECT NUMBER~~: I-5-1(54)12

DATE OF CONTRACT: June 3, 1964

DATE WORK STARTED: July 21, 1964

~~XXXXXX~~ COMPLETION DATE: December 15, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 102,894.01

SPECIFIED COMPLETION DATE: December 15, 1964

PERCENT OF TIME ELAPSED: 100%

EXCLUSIVE OF ENGINEERING: $ 95,577.11

ENGINEERING AUTHORIZATION: $ 7,316.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 91,913.28

ENGINEERING COST TO DATE: $

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 3.8 %

PERCENT OF AUTHORIZATION: %

DATE PROJECT WAS COMPLETED: December 15, 1964

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.06				
MILES PARTIALLY COMPLETED	0				
MILES COMPLETED	7.06				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	- -				
TOTAL QUANTITIES CORRECTED TO DATE	- -				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	- -				
AVERAGE DAILY QUANTITIES	- -				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	- -				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair [illegible]			
TUESDAY	Fair AM, thunder showers in pm			
WEDNESDAY	Fair AM Overcast PM			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

CONSTRUCTION DIVISION
JUL 6 1965
NOTED ☑ ☐ ☐ ☐ ☐
CE ACE ACE COS

BEN G [illegible] RD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	Final inspection of plant material by W.W. Robertson, Ass't Res. Engr., Mr. Christiansen, B.P.R. Ass't Area Engineer, Roy Olson, O.S.H.D. Landscape Architect, and Mr. Hazelton, Landscape Foreman for E.P. Baltz, Contractor.
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

This Is the Final Weekly Report for this Project.

Following Wednesdays inspection the Contractor was furnished a list of material necessary to be replanted.

W W Robertson

SIGNED ~~Bill E. Brown. Res. Engr.~~ LOCATION Ashland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 17 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order [illegible]

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name [illegible] Ashland Int'ch.-S. Ashland [illegible] September 15, 1964

Highway Pacific Contract No. [illegible] F. A. Project No. [illegible]

County [illegible]

Description of Work To Be Done:

In[illegible] 2" water meter by Ashland Water Dept.

Location by Station Numbers:

Sta. "D" 1570+50, Rt.

Estimate of Quantities and Costs:

Labor and Material (Flat rate) $360.00

Explanation:

This work is necessary to supply water from City water mains to irrigation system at the Green Springs Interchange. Work was performed Aug. 20, 1964.

INSTRUCTIONS

Submit [illegible] order for each piece or kind [illegible] work to be undertaken. Use [illegible] number applying to that [illegible] account numbers assigned [illegible] work on contract jobs.

[illegible] of the order are to be submitted to [illegible] approval by the Assistant [illegible] Engineer, one copy will be [illegible] Engineer and one copy [illegible] Engineer.

Project authorization	$[illegible]2,894.01		
Present estimate of project cost, including $360.00 for work under this order	$102,894.01		
Expected under-run / over-run (amount)	$0		
Expected under-run / over-run (per cent)	0		

[illegible] to right of this line for use of Salem Office

Submitted by: /s/ A. L. Poindexter
for D.H.Haller Jr. Resident Engineer

Approval Recommended: /s/ R. L. Decker
Construction Engineer or [illegible]

Approval Recommended: /s/ [illegible]
Division Engineer

Approved: /s/ [illegible]
[illegible] State [illegible]
Assistant State Highway Engineer
Office [illegible]

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Copy to Young 12-17-64

[illegible] Printing

STATE COPY ~~WASHINGTON D. C. COPY~~

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 7423 12	FO PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	STATE **Oregon**
		COUNTY **Jackson**
PROJECT REPORT NO. 6		PROJECT NO. **I-5-1(54)12**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Ashland Interchange S. 7 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	**5-4-64**	**7.060**
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ **100,607.00**	$ **92,500.00**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By **A. W. Parsons**
(Division Engineer)

By: L.R. BACKLUND, Administrative Manager

[illegible] 1 3 1964
Date executed by Division Engineer

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-1(54)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1964

[illegible] Code [illegible]
Roadside Improvement (Sta. 1032+25 to Sta. [illegible]+00) (Contract [illegible])

Furnishing and Placing Topsoil	2,200	cu.yds.	$ 2.60	$ 5,720.00
Furnishing and Planting Trees	350	only	11.50	4,025.00
Furnishing and Planting Shrubs	11,000	only	3.35	36,850.00
Furnishing and Planting Hedge Plants	5,000	only	1.15	5,750.00
Furnishing and Planting Ground Cover	2,660	only	0.35	931.00
Lawn Construction	4	acres	1,300.00	5,200.00
Grass Seed Marion Bluegrass	700	lbs.	1.40	980.00
Inorganic Fertilizer, 10-16-8	120	CWT	6.00	720.00
Organic Fertilizer, 5-3-2	7	CWT	6.00	42.00
Manure Fertilizer	320	cu.yds.	6.10	1,952.00
Mulch Materials	500	units	25.00	12,500.00
1/2-inch Water Pipe	1,140	lin.ft.	0.52	592.80
3/4-inch Water Pipe	2,380	lin.ft.	0.58	1,380.40
1-inch Water Pipe	2,200	lin.ft.	0.62	1,364.00
1-1/4-inch Water Pipe	2,050	lin.ft.	0.78	1,599.00
1-1/2-inch Water Pipe	1,320	lin.ft.	0.90	1,188.00
2-inch Water Pipe	820	lin.ft.	1.02	836.40
2-1/2-inch Galvanized Steel Pipe	2,940	lin.ft.	1.12	3,337.20
1/2-inch Galvanized Steel Recess	540	lin.ft.	0.39	210.60
1-1/4-inch Section Control Valves	1	only	18.45	18.45
1-1/2-inch Section Control Valves	14	only	20.40	285.60
2-inch Section Control Valves	18	only	25.75	463.50
2-1/2-inch Gate Valves	1	only	22.90	22.90
1/2-inch Manual Drain Valves	70	only	8.50	595.00
2-inch Pressure Vacuum Breaker Assembly	1	only	220.00	220.00
Pop-up Rotary Sprinkler Heads	130	only	23.15	3,009.50
Shrubbery Sprinkler Heads	270	only	1.60	432.00
Extra for Pipe under Pavement	44	lin.ft.	6.50	286.00
Extra for Pipe on Structure	300	lin.ft.	1.50	450.00
				$ 90,901.35
Flagging (57½% of Contractor's Cost)	All	Required		100.00
Install Water Meters	All	Required		240.00
Water	All	Required		160.00
				$ 500.00

Subtotal	$ 91,461.35
10% Engr. & Cont.	9,145.65
Total	$100,607.00

Length of Project . . . . 7.060 Miles

Federal Funds	$ 92,500.00
State Funds	8,107.00
	$100,607.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(54)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1964

Type Code Y005
Roadside Improvement (Sta. 1[illegible]32+25 to Sta. 1705+00)

Furnishing and Placing Topsoil	2,200	cu.yds.	$ 3.00	$ 6,600.00
Furnishing and Planting Trees	350	only	9.00	3,150.00
Furnishing and Planting Shrubs	11,000	only	3.25	35,750.00
Furnishing and Planting Hedge Plants	5,000	only	0.80	4,000.00
Furnishing and Planting Ground Cover	2,660	only	0.45	1,197.00
Lawn Construction	4	acres	1,250.00	5,000.00
Grass Seed Merion Bluegrass	700	lbs.	1.50	1,050.00
Inorganic Fertiliser, 10-16-8	120	cwt.	5.50	660.00
Organic Fertiliser, 5-3-2	7	cwt.	5.50	38.50
Manure Fertiliser	320	cu.yds.	6.50	2,080.00
Mulch Materials	500	units	14.00	7,000.00
1/2-inch Water Pipe	1,140	lin.ft.	0.50	570.00
3/4-inch Water Pipe	2,380	lin.ft.	0.55	1,309.00
1-inch Water Pipe	2,200	lin.ft.	0.59	1,298.00
1¼-inch water pipe	2,050	lin.ft.	0.71	1,455.50
1½-inch Water Pipe	1,320	lin.ft.	0.78	1,029.60
2-inch Water Pipe	820	lin.ft.	1.02	836.40
2½-inch Galvanised Steel Pipe	2,060	lin.ft.	1.63	3,357.80
1/2-inch Galvanised Steel Risers	540	lin.ft.	0.50	270.00
1¼-inch Section Control Valves	1	only	15.00	15.00
1½-inch Section Control Valves	14	only	20.00	280.00
2-inch Section Control Valves	18	only	30.00	540.00
2½-inch Gate Valves	1	only	20.00	20.00
1/2-inch Manual Drain Valves	70	only	7.00	490.00
2-inch Pressure Vacuum Breaker Assembly	1	only	225.00	225.00
Pop-up Rotary Sprinkler Heads	130	only	30.00	3,900.00
Shrubbery Sprinkler Heads	270	only	1.50	405.00
Extra for Pipe Under Pavement	44	lin.ft.	3.75	165.00
Extra for Pipe on Structure	300	lin.ft.	1.00	300.00
				$82,991.80

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
Install Water Meters	All Required	260.00
Water	All Required	140.00
		$ 500.00

Subtotal	$83,491.80
10% Engr. & Cont.	8,348.20
Total	$91,840.00

Length of project - - - - - - - - - - - - - -7.060 miles

Federal Funds -	$84,000.00
State Funds -	7,840.00
	$91,840.00

Oregon State H^{I}ghway Department

Federal-Aid
Project No. I-5-1(54)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND
INTERCHANGE SECTION OF THE PACIFIC HIGHWAY
IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 31, 1964

Type Code Y005
Roadside Improvement (Sta. 1332+25 to Sta. 1705+00)

Furnishing and Placing Topsoil	2,000	cu.yds.	$ 3.00	$ 6,000.00
Furnishing and Planting Trees	350	only	8.50	2,975.00
Furnishing and Planting Shrubs	7,360	only	3.75	27,600.00
Furnishing and Planting Hedge Plants	4,970	only	0.85	4,224.50
Inorganic Fertilizer, 10-16-8	65	cwt.	5.50	357.50
Manure Fertilizer	240	cu.yds.	6.50	1,560.00
Mulch Material	440	units	14.00	6,160.00
				$48,877.00
Flagging (57½% of Contractor's Cost)	All Required			100.00
		Subtotal		$48,977.00
		10% Engr. & Cont.		4,897.00
		Total		$53,874.00

Length of Project - - - - - - - - - 7.060 miles

Federal Funds - $49,500.00
State Funds - 4,374.00
$53,874.00

RECEIVED
JUL 3 1964
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STATE COPY

APPROVED
Contingent upon [illegible] of
project [illegible] additional
funds [illegible]
Date JUN 24 1964 M B Martin
Title [illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Ashland Int'ch. - S. Ashland Int'ch. **Date** June 17, 1964
Highway Pacific **Contract No.** 6441
County Jackson **Prefix** 615-1013
Contractor E. P. Baltz & Son **F. A. Project No.** I-5-1(54)12
Address 9817 E. Burnside St., Portland 16, Oregon **Order No.** 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging, Labor.
Work has not been started.

Location by station numbers:

Entire Project.

Estimate of quantities and cost:

Labor.------------- $100.00

Explanation: **(Explain here the conditions which cause this work to be classed as "extra work")**

This is the State's share of flagging cost as covered in the Standard Specifications. Cost of flagging included in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$102,894.01	
Present estimate of project cost, including $100.00 for work under this order	$102,894.01	
Expected under-run over-run amount	$0	
Expected under-run over-run per cent	0	

Submitted by: /s/ R. L. Poindexter for D. H. Haller Jr. Resident Engineer

Approval Recommended: /s/ G. L. Decker Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Division Engineer

Approved /s/ L. H. Young Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer.

State Printing

original copy to Young 7-2-64

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[illegible] 9 - 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 3, 1964

08-35.EC

T. Dec, Assistant Division Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

Oregon Project I-5-1(54)12
North Ashland-South Ashland Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way and access rights have been acquired for the above project with the exception of certain utility access rights listed therein, we hereby concur as of this date in the award of contract No. 6441 to E. F. Baltz and Son of Portland, Oregon, low bidder in the amount of $90,961.35 at the May 26, 1964 bid opening.

It appears that the city of Ashland's 2" water main crossings at Stations 1435+30, 1542+90 and 1572+30 as well as the PNB telephone line at Station 1543+00 in your list of exceptions are covered by regular permits Nos. 5717 and 6081, respectively, therefore, they are not exceptions to control of access. As soon as possible, permits should be issued for the balance of the exceptions included in your list. The project will not be accepted as complete until such time when full control of access is obtained.

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
6-9-64

NOTED
LLOYD P. SHAW

RECEIVED
AUG 12 1964

FOR FILING

6441

June 3, 1964

E. P. Baltz & Son
9817 E. Burnside Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on May 28 accepted your proposal for roadside improvement on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County for the sum of $90,961.35 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6441.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By

C. W. Head, Assistant Secretary

fsa
cc

Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L H Young
R G Savage (SIAC)
Mark Astrup

RECEIVED
JUN 3 - 1964
FOR FILING

June 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence, as of today, is requested in the award of contract for the North Ashland-South Ashland Section, Project No. I-5-1(54)12, Roadside Improvement, to E. P. Baltz and Son on the low bid of $90,961.35 received May 26, 1964.

All rights of way or rights of entry have been acquired.

All rights of access to or from abutting property, except as listed in the following paragraph, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

In response to your letter dated May 25, 1964, the following is a list of all individual utility crossing exceptions and the method to be used in extinguishing the access rights:

Station	Utility	Acquisition by:
1340+20	PP&L Power Line	Regular Permit
1340+20	PNB Line on PP&L Poles	Regular Permit
1409+80	PNB Telephone Line	X-Permit
1413+90	PNB Telephone Line	X-Permit
1435+15	PP&L Power Line	X-Permit
1435+30	City of Ashland-2" water main	Regular Permit
1435+65	City of Ashland Power Line	Regular Permit

Station	Utility	Acquisition by:
1442+10	PP&L Power Line	X-Permit
1442+90	PNB Telephone Line	Regular Permit
1464+00	PP&L Power Line	Regular Permit
1541+70	PP&L Power Line	Regular Permit
1542+90	City of Ashland-2" water main	Regular Permit
1543+00	PNB Telephone Line	Regular Permit
1572+30	City of Ashland-2" water main	Regular Permit
1572+70	PP&L Power Line	Regular Permit
1572+70	PNB contacted on PP&L Poles	Regular Permit
1607+60	City of Ashland-2" water main	X-Permit
1607+60	City of Ashland-6" water Main	X-Permit
1619+50	City of Ashland-2" water main	Regular Permit
1619+80	PP&L Power Line	Regular Permit

Longitudinal Encroachments on Frontage Road Right of Way:

Station	Utility	Acquisition by:
1575+54 - 1588+59 Westerly	PP&L Power Line	Regular Permit
1582+44 - 1586+56 Easterly	PP&L Power Line	Regular Permit
G172+91 - G193+85 Easterly	PNB Telephone Line	X-Permit

Very truly yours,

Forrest Cooper
State Highway Engineer

By J.a.H.

L. H. Young
Office Engineer

RNC:bb

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MAY 28 1964

FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

May 25, 1964

08-35-RC / 404

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-1(54)12, Roadside Improvement
N. Ashland - S. Ashland Section
Concurrence in Award of Contract

Our May 4, 1964 memorandum authorized advertising of the subject project with the understanding that an answer would be provided to our April 28, 1964 memorandum, prior to concurrence in award, regarding your proposals to extinguish access rights, if any, for utility crossings, citing three specific examples. Certification that all such access rights were or are being acquired in accordance with subparagraph 9d of PPM 21-6.3 also was requested.

Chief Counsel Lindas' May 20, 1964 letter furnished the necessary information regarding the three specifically cited utility crossings. The letter indicates that access rights on one of the PP&L crossings, at Nevada Avenue, a severed former city street and county road, in effect, are prohibited by law. At the same time, procedures for acquiring access rights on the other two cited utility crossing in connection with a private easement and separated county road were noted.

It is our understanding that action to extinguish access rights on the latter two crossings in accordance with these procedures has not been undertaken. We further note from a listing furnished with Mr. Saling's May 8, 1964 letter that a considerable number of parcels are encumbered with other utility easements. Consequently, it does not appear that Mr. Young will be able to certify that all access rights have been or are being acquired for this Interstate project.

Now that Mr. Lindas has outlined procedures for acquiring utility access rights, assignment of responsibility for issuing the necessary permits appears to be desirable. We understand that your Utility and Railroad Attorney's letter to utilities will be accompanied by an X-Permit in the future where easements are

(more)

original To Litchfield
cc Young
5-28-64

NOTED
LLOYD P. SHAW

involved. District Maintenance Superintendents apparently will continue to initiate action on regular permits for new utility crossings. This leaves unresolved as to who will initiate action to see that permits are issued for existing nonreimbursable utilities relocated to within the Interstate airspace such as the separated county road covered in Mr. Lindas' letter. In addition, where neither of these actions were initiated with the initial construction projects, who will initiate such actions on later stages of construction, such as the North Ashland - South Ashland roadside improvement project, in the future prior to award of contract.

In order that progress on Interstate work will not be unduly delayed, pending your determination on the above assignment of responsibility, the requirements of subparagraph 9d of PPM 21-6.3 regarding control of access rights will be waived providing your request for concurrence in awards lists all of the individual exceptions so that a check can be made readily as to whether they have been cleared up prior to acceptance of the project. The listing for Project I-5-1(54)12 should list all of the exceptions, if a favorable bid is received, in the following manner:

Station	Utility	Acquisition by:
1435	PP&L Power Line	X-Permit
1619	" " "	Regular Permit

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MAY 21 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 11, 1964

Original signed by
T. Dec

T. Dec, Assistant Division Engineer Eng. Coordinator
Salem, Oregon

08-35-EC

Oregon Project I-5-1(54)12
N. Ashland - S. Ashland Section
Certification of Control-of-Access Rights

Mr. Wright's May 6, 1964 letter referred to our memorandum of April 28, 1964 regarding the above subject. Apparently our May 4, 1964 memorandum authorizing advertising of the roadside improvement crossed in the mails. As a result of discussions with Mr. McKinney of your legal staff, we had agreed in our April 28, 1964 memorandum to await obtaining information from the field on utility crossings which is not readily available.

In response to Mr. Lindas' request, further discussions on this matter were held in his office on May 7. The three different situations specifically referred to in our April 28, 1964 memorandum were used as examples in order that legal requirements for establishing procedures for access control could be determined.

Situation number 1 is the case of a PP & L power line in the vicinity of Station 1435 (Mountain Avenue) located originally on private property apparently by easement. It was agreed that the utility legally still has access rights even though a fence has been installed. You recently have utilized the "X" permit - quitclaim deed procedure for extinguishing such access rights. Several other alternative procedures were discussed such as a Statewide agreement, exchange of correspondence or use of a modified "X" permit without obtaining a quitclaim deed. Since this office is primarily interested in establishing full control of access, the latter procedure would be acceptable providing a legal determination could be made that such a procedure would be binding on the easement if no consideration or compensation was given to the utility or a written conveyance was not obtained whereby the utility surrendered its real property access right. In other words, assurance would be needed that a somewhat comparable situation would not occur as in the cases where utilities retained their easements when they were adjusted previously due to a new highway location but had signed regular permits implying that future adjustments of their facilities due to highway reconstruction would be at their expense. It was determined that such a provision could not be enforced.

original To Lindas
cc Wright
Young
5-21-64

(more)

NOTED
LLOYD P. SHAW

Situation No. 2 is the case of a PP & L power crossing of a severed city street in the vicinity of Station 1443 (Nevada St.). Confirmation that your throughway agreement dated May 2, 1961 with the City of Ashland controlling access also is applicable to the third party, Pacific Power and Light's original crossing along this street, and that the right-of-way is now State highway right-of-way is desired in this instance.

Situation No. 3 is the case of a PP & L power line crossing originally located along Crowson Road at Station 1619, which is now separated. It was agreed that if the line was relocated within the existing Crowson Road right-of-way and passed under the Interstate structures, no access problem would be involved. However, the line purportedly has been relocated along unrelinquished right-of-way purchased with Federal-aid Interstate fund participation for Crowson Road, and passes over the Interstate right-of-way and structures. Through access to the Interstate apparently is controlled by the January 8, 1959 agreement with Jackson County, utility relocation plans were developed subsequent to approval of the PS & E for Project I-5-1(35)12, therefore such an installation comes under the purview of Mr. G. M. Williams' February 25, 1959 circular memorandum entitled "Future Utility Installations on the Interstate Right-of-Way." You will recall that as a result of this memorandum it was necessary for your department to obtain Public Roads' approval of utility permits on the portion of the Interstate System on which projects were accepted after June 29, 1956. In this instance, since the utility relocation was non-reimbursable, plans for the adjustment were not furnished to this office for approval. In addition, the Staff Attorney's letter to the utility made no mention of the normal permit provisions. Consequently, in order to correct this situation we believe the most desirable procedure would be to issue a permit for the installation at this time which can be furnished to this office for approval.

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1964

FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

May 4, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

08-35.2-MB

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon
By M. E. Martin, Dist. Engr.

Oregon Project I-5-1(54)12
N. Ashland - S. Ashland Interchange Section
Roadside Improvement

Revised P. S. & E. documents for the subject project have been reviewed and are hereby re-approved. You are authorized to re-advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way, including control of access rights, have been acquired with relocation advisory assistance unnecessary as indicated in Mr. Wright's April 27, 1964 letter except for utility rights-of-access as noted in our April 28, 1964 memorandum to your department. It is our understanding that information on the location or disposition of all existing utility crossings is not readily available to provide certification regarding such rights at this time. Consequently, you should provide an answer to our April 28, 1964 memorandum as soon as necessary information is obtained from the field, with the certification regarding all utility access rights furnished in accordance with subparagraph 9d of PPM 21-4.3 prior to our concurrence in award. Our Washington office has advised that alternate number (4) regarding such a certification in our March 31, 1964 memorandum in connection with Project I-5-3(60)175, Goshen-Cottage Grove Section, to the effect that you are willing to accept the risk of acquiring such access rights at your own expense in the event the company desires to exercise such rights, is not appropriate as it in no way serves to accomplish the intended objective.

Mr. Young's April 30, 1964 letter indicates that State Conservation agencies agree that no special measures are necessary to accommodate fish and wildlife. The use of a single product, 2-1/2 inch steel galvanized water pipe across a structure, is approved based on engineering criteria furnished in the same letter.

The stipulated completion date of December 15, 1964 for the work, with liquidated damages of $105 per work-day for non-completion, is approved.

Attach.

original To Young
with attach.
5-11-64

NOTED
LLOYD P. SHAW

RECEIVED
MAY 4 - 1964
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1964

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Right of Way Status
May 26, 1964 Bid Opening

Dear Sir:

All right of way for the North Ashland Interchange-South Ashland Interchange: Roadside Improvement was acquired for the grading and paving job and nothing additional is needed.

The status of utility relocations for the May 26 bid opening list will be submitted independently by the Utility Liaison Engineer.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Lloyd P. Shaw
L. M. Young
L. I. Lindas
C. H. Maison

NOTED
LLOYD P. SHAW

RECEIVED
APR 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1964

FOR FILING
I-5-1(54)12

477 Cottage Street N.E.
Salem, Oregon 97301

February 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-08 A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-1(54)12
No. Ashland Interchange-So. Ashland Interchange Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry are available for occupancy and contractor's use with relocation advisory assistance unnecessary as indicated in Mr. Moehring's February 6, 1964 letter.

Mr. Young's February 13, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Attach.

NOTED
LLOYD P. SHAW

original To Young
with attach.
2-19-64

[illegible]

S-Su-433(2) Cedar Hills-Walker Rd. 1964
Sec., FAS 838 (Grad., Pav.
#6442 & Traffic Signal)

04 A 1 706

April 13, 1965

7

Mr. R. I. McIntyre
McIntyre Electric Company
12005 North Burgard
Portland, Oregon 97203

Re: Cedar Hills-Walker Road
Section, FAS 838 -
Washington County
Contract No. 6442

Dear Mr. McIntyre:

Your letter of March 18 protesting a penalty of seven days at $140 per day assessed against you by the principal contractor, Warren Northwest, for failure to complete your subcontract on the referenced project by September 15, 1964 was answered in part by letter of March 22, 1965, from Floyd Query, Secretary, Oregon State Highway Commission. This is in further reply.

You are, of course, aware that a request for an extension of time submitted by Warren Northwest on this project was considered by the State Highway Commission and denied upon recommendation of the Engineer.

Completion dates are set as a part of the contract requirements after careful considerations, including the value of the completed project to the public. Only completely valid reasons for an extension of time without assessment of liquidated damages can be considered.

From the data submitted, it is clear that you were handicapped by your supplier. However, the failure of a supplier to furnish materials cannot be considered as a valid reason for an extension of time.

We trust this will explain our position on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

GLD:fp arb
set Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1965

SUBJECT: Cedar Hills-Walker Road Section
FAS 838
Contract No. 6442

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Your letter of March 26 requested that we review our action in recommending that the request for an extension of the specified completion date on the subject contract be denied.

The changes in plans to which Hrubetz and Bushnell refer pertain to revisions in the drawings and specifications submitted by the supplier and were made by our Bridge Division so that they would comply with our specifications. This is also the case with regard to the changes alluded to by Union Metal Company. The only changes made by the Bridge Division were those required to assure compliance with our specifications.

There were no plan revisions and therefore our recommendation that the request for a time extension be denied has not changed.

However, on December 15, 1964, the Highway Commission granted extensions of time on Contract No. 6366, West Bellows Street Ramp (Roseburg), and Contract No. 6377, Hillsboro Traffic Signals, based on the non-delivery of materials by Union Metal Manufacturing Company. In both cases the notation was made that "This action does not establish a precedent......" If an extension were granted on this project based on the non-delivery of materials, it would seem that we have allowed these two previous actions to establish a precedent. We cannot in good conscience recommend an extension.

F. D. Morgan
Construction Engineer

By D. E. Swan
D. E. Swan
Staff Assistant

P. SHAW

DES:fp

REFERRED TO
Morgan
Date: 4/6/65 By: [illegible]
For: Pl R/D letter to
Mc Intyre along these lines
Due Date: 4/12/65

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[illegible] 2 1965
FOR FILING
6442

Salem, Oregon
March 26, 1965

Mr. F. D. Morgan
Construction Engineer

Cedar Hills-Walker Road Section
FAS 838
Contract No. 6442

Copies of four letters in reference to request for extension of time are attached.

You will note the November 4, 1964 letter from Hrubetz and Bushnell claims changes were incorporated in plans they received August 27. This is corroborated by the November 3, 1964 letter to McIntyre Electric from Union Metal Co.

Please have this reviewed and if we have unjustly refused an extension of time, approach the Bureau for its blessing in making any needed corrections.

Please have this complete and on my desk by March 31.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
MAR 23 1965

FOR FILING

6442

March 22, 1965

McIntyre Electric Company
12005 North Burgard
Portland 3, Oregon

Attention: Mr. R. I. McIntyre

Gentlemen:

This will acknowledge your letter of March 18 in which you protest the penalty assessed against you in the amount of $980 by Warren Northwest for failure to complete installation of traffic signals on Contract No. 6442 within the specified time limit.

Warren Northwest was the principal contractor on this project as you know, and the Commission on January 27, 1965, denied their request for an extension of time within which to complete the contract without assessment of liquidated damages. A copy of the letter notifying Warren Northwest is enclosed.

Your letter and the letters attached to it from Hrubetz and Bushnell and Union Metal Company, and your letter to Mr. Warren Mueller are being forwarded to the State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Enclosure

cc Forrest Cooper

McINTYRE ELECTRIC COMPANY
PORTLAND 3, OREGON
AV 6-5393

MC

12005 NORTH BURGARD
Oregon Shipyard

March 18th, 1965

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re Contract #6442, Grading, Paving and Traffic Signals on Cedar Hills, Walker Road Section of the FAS 838, Washington County.

We were penalized 7 days at $140.00 per day by the general contractor, Warren-Northwest, for failure to complete our contract by September 15th, 1964.

We are forwarding you information whereby we feel that we made every effort but were handicapped by suppliers and lack of information on poles and arms. Please find enclosed copies of letter from Union Metal Co., Hrubetz and Bushnell and ourselves as of Nov. 5th, 1964 which were forwarded to Mr. Warren Mueller as per his request.

We have been working on highway lighting, traffic signals and signing jobs for the Oregon State Highway Commission for a number of years and feel that as this was a new design for the traffic signal poles and arms, we were jeopardized by not getting the correct information in time for our supplier to expedite his order.

We understand that Warren-Northwest asked for an extension of time on our behalf and it was denied. However, we do not have any record showing that a penalty was assessed against Warren-Northwest's contract.

We feel that if the information we enclose had been brought before the proper personnel in the Highway Commission we should have been allowed some consideration, as we exerted every effort to complete the job on time.

Please follow this matter up and if there is any further course that we might pursue would you please let us know, as we don't feel that a penalty of this nature is in order.

Very truly yours,

McINTYRE ELECTRIC CO.

R. I. McIntyre

R.I. McInture

RIMc:ea

Industrial Power **Substations** **Power Line Construction**

C O P Y

November 4th, 1964

McIntyre Electrical Co.
12005 N. Burgard
Portland, Oregon

Gentlemen:

Regarding the Cedar Hills & Walker Road State Highway job, we submitted our drawings to the Highway Department on August 10th, 1964. They were mailed to us on August 25th and received on August 27th, with the recommended changes, and this was the only word of approval that we received from the State Highway Commission.

We received your purchase order No. 469-936 on August 25th, and immediately upon receipt of the approved drawings, materials were ordered and were not received until September 1st. The complete order was finished by the end of the following week and was picked up by your truck on September 15th, 1964. As you can see, we lost no time in expediting this order.

Very truly yours,

[illegible]

HRUBETZ & BUSHNELL

FH:ep

C O P Y

November 3, 1964

McIntyre Electric Company,
12005 N. Burgard Road,
Portland,
Oregon

Subject: State of Oregon Project
Signalization
Cedar Hills Boulevard to Walker Road
Washington County
Oregon

Gentlemen:

Following is a summary of the circumstances involving the order, and its ultimate cancellation, for the poles on the subject job.

It is our understanding that you received a sub-contract for the electrical work on this project on June 19, 1964. At that time, we received from you a verbal commitment to purchase from us the poles required for this project. One June 25th, we submitted catalog sheets to you requesting that they be marked with the hub type size and position, involving height and quadrant around the pole. On July 10th we received your confirming order #469-934 complete with the marked catalog pages giving the hub and fitting information. On July 17th, following a meeting with your personnel, we received additional copies of these catalog pages marked-up to show corrected hub sizes and positions, based on some changes from the signal manufacturer regarding the locations required for some of the fittings to match the equipment. On July 27th we received a third set of these catalog pages further marked with corrections by State of Oregon personnel. On July 31st our Engineering dept. wrote requesting clarification of several items on each pole, involving the type and size fitting required, positions of same etc. Following a trip to the Oregon State Highway Department on August 5th, complete details were furnished by this office to our Engineering Department on August 7th. At this point because of the obvious confusion resulting from three different sets of data received concerning the hub sizes, positions, types, etc our Engineering Department had no choice but to prepare drawings to be submitted to the State for checking, in an effort to determine if our interpretation of all of the data submitted was correct. On August 21st, these drawings were submitted to you.

Because of the lapse of time involved in all of the preliminary work outlined above and allowing time for manufacture of the poles, as well as the time enroute and the time involved with your assembly and erection of the poles, we received notification from you on August 24th tha the subject order was cancelled, in view of the September 15th completion date.

We trust the foregoing is the information you require, but if additional information is needed, please contact me.

Very truly yours,

G.W. Kolling
Northwest District Manager
Union Metal Company

RECEIVED
MAR 10 1965

FOR FILING

[illegible]

644

1-27-65
agenda 3f

January 28, 1965

Warren Northwest
Div. of Warren Bros. Co.
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 27, 1965, considered your request for an extension of the specified completion date from September 18, 1964 to September 28, 1964, to complete Contract No. 6442 for grading, paving and traffic signals on the Cedar Hills-Walker Road Section of the FAS 808 in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mg

cc: A. E. Johnson
James Cochell
F. D. Morgan
L. H. Young
C. H. Nelson

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1964

SUBJECT: Extension of Time
Cedar Hills-Walker Road Section
FAS 838
Contract No. 6442

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Warren Northwest, a Division of Warren Brothers Company, contractor on the subject contract for an extension of the specified completion date from September 15, 1964 to September 25, 1964.

The contractor's reasons for requesting this extension are listed below, followed by our findings:

"Excavation was started on June 22, 1964, and after one day operation it became impossible to continue with this item as the Gas Company did not have their main line and connecting services moved to new locations so that grading work could proceed as scheduled. We shut down grading operations at the close of this day. Excavation was again commenced on June 30, 1964 and proceeded to July 13, 1964, at which time work was suspended to wait for the Telephone Company to complete moving and splicing of cables. The location of the Telephone Company man-holes was such that the grading and handling of traffic could not proceed until the Telephone Company had completed their work. Work was not able to proceed until July 21, 1964."

The contractor's progress was impeded to some extent by the utility adjustments noted above. However, all work was completed with the exception of the installation of the traffic signal on September 16, 1964, one day beyond the specified completion date and, in fact, could have been completed several days earlier if the contractor had prosecuted the final phases of the work in a diligent manner. It is evident that the utility adjustments, therefore, were not a factor in delaying the completion of all of the roadway work. The contractor subcontracted the installation of the traffic signal to McIntyre Electric Company on June 11, 1964. The attached letter from Warren Mueller, Resident Bridge Engineer, explains some of the reasons for the delay in installing this traffic signal by the subcontractor.

The above dissertation is intended to show that had the subcontractor completed his work during the life of the contract, no over-run in time would have occurred.

Failure of a subcontractor to complete his work, or a supplier to furnish materials cannot be considered as a valid reason for an extension of time. We, therefore, recommend that this requested extension be denied.

This contract was completed on September 25, 1964, at which time 8 penalty days had been charged. At the penalty rate of $140.00 per day, this amounts to $1,120.00 in liquidated damages.

This is a Federal-aid Secondary and Secondary Urban project and Bureau of Public Roads concurrence is not required. However, this was discussed with the Area Engineer.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young
A. E. Johnson

OREGON STATE HIGHWAY DEPARTMENT

TO: A. E. Johnson
Division Engineer

SUBJECT: Request for Extension of time
Cedar Hills-Walker Road---Contract 6442

FROM: James W. Cochell
P.O. Box 282
Beaverton, Oregon 97005

DATE: November 23, 1964

Attention: C.T. Keasey
Asst. Div. Engr.

Submitted herewith is the contractors request for extension of time with letters of explanation on signal installation delay from Warren Mueller, Resident Engineer, McIntyre Electric, Union Metal Manufacturing Co. and Hrubetz & Bushnell.

The contractor, Warren Northwest, is requesting a ten (10) day extension based on the fact that his operations were delayed for fifteen (15) days by the activities of the Northwest Gas Company and the WWest Coast Telephone Company.

The facts as stated, pertaining to the time and causes for delay, have been checked and found to be correct. However, even with this delay of the utilities, the project was completed on September 16, 1964 except for the signal and had time been more properly utilized the project could have been completed within the time limit.

Evidently, the delay in completing the signal installation on time is not unusual as mentioned in the accompaning letter from Warren Mueller.

It is the opinion of this office the project could have been completed within the specified time limit if McIntyre Electric had utilized their time to more of an advantage. Also, the reasons stated in the accompaning letters is no valid reason for an extension of time. I find no alternative but to recommend that this request be denied.

James W Cochell
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

WARREN NORTHWEST INC.
PORTLAND, OREGON

Oregon State Highway Department
James W. Cochell, Resident Engineer
Post Office Box 282
Beaverton, Oregon

Gentlemen:

This letter is to serve as a request for extension of time on the Cedar Hills - Walker Road Project, Contract #6442. We request that the time be extended from September 15, 1964 to September 30, 1964; the reasons we feel this request justified are as stated below:

Excavation was started on June 22, 1964, and after one days operation it became impossible to continue with this item as the Gas Company did not have their main line and connecting services moved to new locations so that grading work could proceed as scheduled. We shut down grading operations at the close of this day. Excavation was again commenced on June 30, 1964 and proceeded to July 13, 1964, at which time work was suspended to wait for the Telephone Company to complete moving and splicing of cables. The location of the Telephone Company man-holes was such that the grading and handling of traffic could not proceed until the Telephone Company had completed their work. Work was not able to proceed until July 21, 1964.

These delays were of such duration that, had they not existed the project would have been completed well within the completion date. It is for these reasons that we consider this request reasonable and just and will appreciate your sincere consideration.

COPY

Most respectfully,

WARREN NORTHWEST, A Division of
Warren Brothers Company

Glenn P. Snyder
General Superintendent

GPS:ms

NOTED
G. T. [illegible]

[illegible] E-30 [illegible] [illegible] 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 12,1964
McMinnville , Oregon

SUBJECT: Ceder Hills - Walker Road Section
Contract # 6442
Prefix 534 - 1029

To: A.E. Johnson,
Division Engineer
Portland, Ore.

The following is an account of events that took place on the above named project. They may help to explain some of the delay that occurred.

In the first place, our specifications state that the contractor may elect to use poles of the Union Metal Mfg. Co. Design 50140 or the Kerrigan Iron Works Co. Model 3150-K or an approved equal. we then quote the Union Metal Specifications for their pole design which eliminates all other designs due to the special forming process which Union Metal uses in the manufactureof their poles.

The Union Metal Co. Representative in Portland who took the order prepaired a set of drawings which he submitted to the contractor who in turn submitted them to me, the Res. Engr., I submitted them to the Traffic Engr. Dept. for approval. The approved as noted drawings were returned to me and I checked them over and noticed an error in the arm length of one pole. I called Salem and had them correct their copy of the drawing. I then mailed the drawings to McIntyre Elect. who mailed them to the Portland Rep. of Union Metal Who mailed them to their Ohio factory, which is the only factory of Union Metal which makes Design 50140. The drawings are now in line,with all the other orders from all over, to be manufactured. All of this has taken from June 25 to July 27. or aprox. one month.

At this same time we also had a project at Hall St. & Tualatin Valley Hwy. In Beaverton. They noticed that one of the Pedestrian brackets was of the wrong size. They reordered the bracket on June 22,1964 in about two weeks they inquired about their order and were told that the factory was on vacation during the month of July but they would ship right away in August The bracket arrived Sept 15 but the contractor finished on time by using a substitute bracket. On a whole the delivery of equipment by Union Metal has been very poor.

I have been the Resident on three projects which specified Union Metal poles. The first, 10th & Maple St. Hillsboro.The Poles were ordered about Jan 16, 1964, with about the same time for approval, and were delivered June 22, 1964 or about five (5) months from order to arrival.

Cedar Hills -Walker Rd.
November 12, 1964

Hall St. (Beaverton) Traffic Signals. The contractor did not submit drawings for approval, although he was asked to do so, and his time from order to delivery was , Feb. 18,to June 22, about 4 months. He saved one month by not having the drawings approved.

Using the above two jobs as a guide we might have expected to receive the poles about the 15th of November or two months after the specified completion date. Even if the poles had been ordered the date of the bid letting May 26, (sub contract given to McIntyre June 19,) they would have arrived a month late.

On August 13 McIntyre Elect. informed me that Union Metal could not supply the poles before the completion date. They asked if there were any other manufacturers who could supply the poles? I told him I would check with Salem to see if any other poles were approved. I was told that Hrubetz & Bushnell In Salem might be able to supply poles. This information was passed on to McIntyre Electric. They then cancelled their order with Union Metal.

Hrubetz & Bushnell had submitted drawings to the Department on August 10 for another project, as you know we do not check designs until the request to use the product comes from the contractor, changes were requested and the drawings were returned to H & B on Aug. 27 for correction. New drawings were submitted and approved.

The poles were completed on Sept. 15, 1964 . I suggested that McIntyre send a truck to Salem to pick up the poles which would save about two days in transportation by regular freight lines. McIntyre rented a truck and picked up the poles in the afternoon of Sept. 15 and had them on the job at 8am. the next day. eight working days were required to complete the project, after the arrival of the poles , with an average crew of 6 men.

Warren E Mueller

Warren E. Mueller
Resident Bridge Engineer

McINTYRE ELECTRIC COMPANY
PORTLAND 3, OREGON
AV 6-5393

12005 NORTH BURGARD
Oregon Shipyard

November 5th, 1964

Mr. Warren Mueller
Oregon State Highway Commission
1320 N. 99 West
McMinnville, Oregon

Dear Sir:

As per request, we offer the following data pertinent to the Cedar Hills-Walker Road Job.

Please find enclosed, letters from Union Metal Company and Hrubetz and Bushnell, pertaining to their interests in this particular job. I believe they are self-explanatory.

As stated in the letter from Hrubetz and Bushnell, when we were advised by them that the poles would be ready on September the 15th, instead of having them shipped by commercial truck, which would have delayed them at least 2 days, we rented a suitable vehicle from Covey's U-Drive in Portland and sent one of our employees to pick them up.

Immediately upon delivery of the poles to the jobsite, we put as many men as possible on the job, in order to finish it by the completion date. This was, of course, impossible.

However, we do feel that we have done all in our power to expedite the job. If you feel that any more information is needed please do not hesitate to call on us.

Very truly yours,

McINTYRE ELECTRIC

R. I. McIntyre

R.I. McIntyre

RIMc:ea

NOTED

Industrial Power ***Substations*** ***Power Line Construction***

HRUBETZ & BUSHNELL STEEL FABRICATION MACHINE WORK ENGINEERING SERVICE
TELEPHONE EM 4-6847 • 3495 25TH STREET S.E. • SALEM, OREGON

November 4, 1964

McIntyre Electrical Co.
12005 N. Burgard Ave.
Portland, Oregon

Gentlemen:

Regarding the Cedar Hills & Walker Rd. State Highway job, we submitted our drawings to the Highway Dept. on August 10, 1964. They were mailed to us on August 25 and received on August 27, with the recommended changes, and this was the only word of approval that we received from the State Highway Commission.

We received your purchase order No. 469-936 on August 25, and immediately upon receipt of the approved drawings materials were ordered and were not received until September 1. The complete order was finished by the end of the following week and was picked up by your truck on September 15, 1964. As you can see, we lost no time in expediting this order.

Very truly yours,

HRUBETZ & BUSHNELL

FH:ep

NOTED

UNION METAL

THE UNION METAL MANUFACTURING CO.

Canton 5, Ohio Telephone: 454-6111

November 3, 1964.

McIntyre Electric Company,
12005 N. Burgard Road,
Portland,
Oregon.

Subject: State of Oregon Project
Signalization
Cedar Hills Boulevard to Walker Road
Washington County
Oregon

Gentlemen:

Following is a summary of the circumstances involving the order, and its ultimate cancellation, for the poles on the subject job.

It is our understanding that you received a sub-contract for the electrical work on this project on June 19, 1964. At that time, we received from you a verbal commitment to purchase from us the poles required for this project. On June 25th, we submitted catalog sheets to you requesting that they be marked with the hub type size and position, involving height and quadrant around the pole. On July 10th, we received your confirming order #469-934 complete with the marked catalog pages giving the hub and fitting information. On July 17th, following a meeting with your personnel, we received additional copies of these catalog pages marked-up to show corrected hub sizes and positions, based on some changes from the signal manufacturer regarding the locations required for some of the fittings to match the equipment. On July 27th, we received a third set of these catalog pages further marked with corrections by State of Oregon personnel. On July 31st, our Engineering Department wrote requesting clarification of several items on each pole, involving the type and size fitting required, positions of these, etc. Following a trip to the Oregon State Highway Department on August 5th, complete details were furnished by this office to our Engineering Department on August 7th. At this point, because of the obvious confusion resulting from three different sets of data received concerning the hub sizes, positions, types, etc., our Engineering Department had no choice but to prepare drawings to be submitted to the State for checking, in an effort to determine if our interpretation of all of the data submitted was correct. On August 21st, these drawings were submitted to you.

Because of the lapse of time involved in all of the preliminary work outlined above and allowing time for manufacture of the poles, as well as the time enroute and the time involved with your assembly and erection of the poles, we received notification from you on August 24th that the subject order was cancelled, in view of the September 15th completion date.

We trust the foregoing is the information you require, but if additional information is needed, please contact me.

Very truly yours,

G. W. Kolling,
Northwest District Manager.

GWK:gh

Encl.

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date October 24, 1964

Gentlemen:

We, the undersigned, respectfully request an extension of Ten (10) days time, from September 15, 1964, to September 25, 1964, within which to complete our Contract No. 6442, described as follows:

Cedar Hills - Walker Road Project, Washington County, Oregon

The above request is based upon the following reasons:

Excavation was started on June 22, 1964, and after one day operation it became impossible to continue with this item as the Gas Company did not have their main line and connecting services moved to new locations so that grading work could proceed as scheduled. We shut down grading operations at the close of this day. Excavation was again commenced on June 30, 1964 and proceeded to July 13, 1964, at which time work was suspended to wait for the Telephone Company to complete moving and splicing of cables. The location of the Telephone Company man-holes was such that the grading and handling of traffic could not proceed until the Telephone Company had completed their work. Work was not able to proceed until July 21, 1964.

Respectfully submitted,
WARREN NORTHWEST, A Division of
Warren Brothers Company
Contractor

By
Glenn P. Snyder, General Superintendent

CONSENT OF SURETY

Date October 26, 1964, 19

We, FEDERAL INSURANCE COMPANY, Duly organized under the laws of the state of New Jersey having its prinical place of business at Flemington and authorized to do business in the State of Oregon, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
J O Anderson
J. O. ANDERSON Attorney-in-fact
WARD COOK-RODGERS INSURANCE CO., INC.
J O Anderson
OREGON Resident Agent

(SEAL)

State Printing 87499

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6442 Contractor Warren Northwest Division of Warren Brothers Co.

Highway FAS 838

Section Cedar Hills - Walker Road

Kind of Work Grading, Paving and Signal

It is recommended that such extension be denied. ~~granted as requested under the following terms and conditions:~~

See attached letter.

Recommended for Approval:

C F Kersey
Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6442
Project designation S-SU-438 (2)
State—Federal
Date awarded June 4, 1964
Work started Jun e 16, 1964
Per cent completed 100%
Date
Specified completion date Sept. 15, 1964
Previously extended to None
Extension requested to Sept. 25, 1964

RECEIVED
DEC 24 1964

FOR FILING

u-433(2)

6442

December 21, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 26, 1965

Gentlemen:

Warren Northwest, a Division of Warren Brothers Company, contractor on the Cedar Hills-Walker Road Section of Federal-aid Secondary 838 in Washington County, Contract No. 6442, requests an extension of the completion date from September 15, 1964, to September 25, 1964 based on delays caused by the interference of utility adjustments with the contractor's grading work.

Although the contractor's work was impeded to some extent by the activities of the utility companies, the contractor completed all of his roadway work September 16, 1964, one day after the specified completion date. The reason for the noncompletion of the contract within the specified time was due to the slow progress of a subcontractor in installing a traffic signal. The traffic signal installation was the only work remaining to be done after the original completion date. This subcontracted work could have been accomplished earlier in the life of the contract had a material supplier furnished a pole in a reasonable time after it was ordered by the subcontractor.

The failure of the subcontractor to complete his work on time and the supplier to furnish materials are not valid reasons for a time extension and we, therefore, recommend that this request be denied.

This project was completed September 25, 1964 at which time eight penalty days had accrued amounting to $1,120 in liquidated damages.

This is a Federal-aid Secondary and Secondary Urban project and Bureau of Public Roads concurrence is not required.

This matter will be on the agenda at the January 26, 1965 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

DES:bjm bjs

RECEIVED
DEC 14 1964
FOR FILING

December 14, 1964

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On December 8, 1964 we wrote to you concerning release of final payment on contract 6442, awarded to Warren Northwest, a Division of Warren Bros. Co. for paving, grading and traffic signals on Cedar Hills-Walker Road Section of FAS 838 in Washington County.

Final payment on this contract is $7,593.75 and the total contract amount is $147,357.28, including $964.57 for work performed under force account.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc: Warren Northwest
A Division of Warren Bros. Co.
P.O. Box 7675
Portland 20, Oregon

cc: Federal Insurance Company
Ward Cook-Rodgers Ins. Co. Inc.
603 Panama Bldg.
Portland 4, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
DEC 7 - 1964

FOR FILING

6442

December 4, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 25 on Contract No. 6442. The contract was with Warren Northwest, a division of Warren Brothers Company and was for grading, paving and traffic signals on the Cedar Hills-Walker Road Section of FAS 838 in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 4, 1964, and that you concur in this procedure at the Commission meeting on December 15.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

bbc

FORM E-1 (REV. 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING October 31, 1964
	SECTION Cedar Hills-Walker Rd.	SECTION PREFIX 534-1029
	HIGHWAY FA 838	COUNTY Washington
NAME OF JOB Cedar Hills-Walker Rd.	KIND OF WORK Grading, Paving and Signal	
CONTRACTOR Warren Northwest Inc.	CONTRACT NUMBER 6442	FEDERAL AID PROJECT NUMBER S-SU-433(2)
DATE OF CONTRACT June 4, 1964	DATE WORK STARTED June 16, 1964	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS (Calendar) 104	WORK DAYS USED (Calendar) 114
PROJECT AUTHORIZATION: $178,592.06	ENGINEERING AUTHORIZATION $12,699.88	PERCENT OF TIME ELAPSED 109.6
EXCLUSIVE OF ENGINEERING $165,892.18	ENGINEERING COST TO DATE $14,500	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $165,892.18	PERCENT OF AUTHORIZATION 114.2 %	
ESTIMATED PERCENT UNDERRUN 11.1%	DATE PROJECT WAS COMPLETED September 25, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100%	100	100%		100	100	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.72	.72			.72
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.72	.72			.72
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,700	27,600			4,900
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,872	26,493			4448
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			NOTED JOHN R. OAKES
MONDAY	Fair		
TUESDAY	Showers		
WEDNESDAY	Cloudy		
THURSDAY	Rain		
FRIDAY	Showers		
SATURDAY			

R.P. WE
5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	
MONDAY 26	One man working on semi-final.
TUESDAY 27	One man working on semi-final.
WEDNESDAY 28	One man working on semi-final.
THURSDAY 29	One man working on semi-final.
FRIDAY 30	
SATURDAY 31	

REMARKS

One man worked four days on semi-final estimate.

James W Cochell

SIGNED James . Cochell Resident Engineer

ADDRESS P.O. Box 282, Beaverton, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED JUL 3 1964
7-3-
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	STATE Oregon
		COUNTY Washington
PROJECT REPORT NO. 4		PROJECT NO. S-SU-433(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Beaverton (Walker Rd.) N. 0.7 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-19-64	0.725
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 174,375.00	$ 109,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX, A. W. Parsons
(Division Engineer)
By: LW Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 1, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-SU-433(2)

CEDAR HILLS-WALKER ROAD SECTION OF

FAS 830 IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 11, 1964

Type Code 1201
Roadway (Sta. 10+71.97 to Sta. 92+00) (Contract 6442)

Clearing and Grubbing	All	Required		$ 100.00
Removal of Miscellaneous Concrete and Masonry	All	Required		100.00
Drainage Excavation, Unclassified	1,760	cu. yds.	$ 1.80	3,168.00
General Excavation, Unclassified	19,700	cu. yds.	0.50	9,850.00
Finishing Roadbed and Slopes	0.72	miles	800.00	576.00
12-inch Culvert Pipe	80	lin. ft.	2.25	180.00
8-inch Sewer Pipe	390	lin. ft.	1.55	604.50
12-inch Sewer Pipe	3,280	lin. ft.	2.00	6,560.00
15-inch Sewer Pipe	100	lin. ft.	3.00	300.00
Extra for Pipe Under Pavement	70	lin. ft.	5.00	350.00
6-inch Perforated Metal Drain Pipe	370	lin. ft.	2.00	740.00
Special Backfill in Drains	40	cu. yds.	5.00	200.00
Concrete Manholes	12	only	225.00	2,700.00
Concrete Inlets, Type D	5	only	80.00	400.00
Concrete Inlets, Type G	17	only	80.00	1,360.00
Concrete Inlets, Type G-1	6	only	80.00	480.00
Concrete Inlets, Type G-6	5	only	80.00	400.00
Concrete Curbs	220	cu. yds.	32.00	7,040.00
Concrete Driveways	30	sq. yds.	5.00	150.00
Coarse Crushed Material in Base	24,800	tons	2.75	68,200.00
3/4" - 0 Material in Base	2,800	tons	2.80	7,840.00
Sprinkling	460	M-gal.	2.50	1,150.00
Preparation of Base	0.72	miles	300.00	216.00
3/4" - 0 Material in Binder Course	180	cu. yds.	4.80	864.00
RC-250 Asphalt	28	tons	45.00	1,260.00
Class "B" Asphaltic Concrete	4,900	tons	5.55	27,195.00
Extra for Paving Approaches	42	only	25.00	1,050.00
Traffic Signal Installation Complete	All	Required		9,990.00
				$153,023.50

Flagging (57½% of Contractor's Cost)	All	Required		$ 5,000.00
Signing (Temporary)	All	Required		500.00
				$ 5,500.00

Subtotal	$158,523.50
10% Engr. & Cont.	15,851.50
Total	$174,375.00

Length of Roadway	0.725 Miles
Cost of Roadway Per Mile	$240,517.24

Federal Funds	$109,800.00
State Funds	32,287.50
County Funds	32,287.50
	$174,375.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

[illegible] Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUN 22 1964
FOR FILING

June 18, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the Cedar Hills-Walker Road Section of the FAS 838 in Washington County, Contract No. 6442 in connection with Federal-Aid Project No. S-34-433(22).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
AUG 12 1964
FOR FILING

6442

June 4, 1964

Warren Northwest,
a Division of Warren Bros. Co.
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, accepted your proposal for grading, paving and traffic signal on Cedar Hills-Walker Road Section of FAS 836 in Washington County for the sum of $153,023.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6442.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm
cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 13 1964

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
May 12, 1964

FAS-C Cooperative Construction Agreement
Cedar Hills Blvd
Cedar Hills-Walker Road Section
FAS 838, S-SU-433(2)
Washington County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Cooperative Construction Agreement between the State Highway Commission and Washington County covering the above-named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Washington County.

Secretary

rn
Attach: 1

S-518(1) Oceanography Research Center 1964
Access Rd. Proj., FAS 153 (Grad.,
#6443 Stone base & Paving)

C I A 2717

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86492

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-13-65	CC 950		521-1074-207

Lincoln County
Courthouse
Newport, Oregon

Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Oceanography Research Center Access Road. Covered by agreement dated June 3, 1964.			
County advance deposit		39,200.00	
Amount previously transferred		30,200.00	
			9,000.00
County share construction cost		34,330.41	
Amount previously transferred		30,200.00	
			4,130.41
To be refunded			4,869.59

RECEIVED
DEC 13
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

RECEIVED
NOV 3 - 1965
FOR FILING
S-315(1)
6443

November 3, 1965

U.S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,373.97 will be made to Road and Driveway Company, Inc., and Lewis S. Pickens on Contract No. 6443 for grading and paving on the Oceanography Research Center Access Road Project of FAS 153 in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $163,318.37 including the post-final payment. Of the total $450.77 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Road & Driveway Co. Inc.
and Lewis S. Pickens
P.O. Box 128
Newport, Oregon

C.H. Maison
Attn: John Herr

fao 153

FORM 2-188

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 4, 1965

NOTED
H. S. COX

NOTED
DON HARWELL

H. E. [illegible]

NOTED
R. H. PRANCE

Honorable Mike Miller
Lincoln County Judge
County Court House
Newport, Oregon

Dear Sir:

This is in regard to your request that we review the signing on the Oceanography Road. You were particularly concerned with traffic wishing to go to Newport missing their turnoff. You felt that the "KEEP TO RIGHT OF ISLAND" sign in the jiggle bar island was misleading traffic.

As I discussed with you, it is not felt that there is any improvements in signing that we can make at this location. We can, however, install additional signs past this point to pick up traffic if they miss the turnoff. There is attached a plan showing sign changes for your review. If you concur with the sign changes as shown, please advise and we will have the changes made.

Very truly yours,

R. D. Asburry
Division Engineer

By Roger D. Trygstad
Roger D. Trygstad
Division Traffic Engineer

RDT:AM
cc R. N. Bothman
H. C. Johnson
Don Harwell

Don:

I discussed this with Judge Miller and am quite sure this will fix them up. He wanted to show Huddleston the plans first though.

Roger

RECEIVED
FEB 16 1965
FOR FILING

644

February 15, 1965

U.S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

On December 4, 1964, we wrote to you concerning release of final payment on Contract No. 6443 awarded to Road and Driveway Company, Inc., and Lewis S. Pickens, for grading and paving the Oceanography Research Center Access Road Project on FAS 153 in Lincoln County.

Final payment on this contract is $5,342.59 and the total contract amount is $161,944.40 including $450.77 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Road and Driveway Co., Inc.
and Lewis S. Pickens
P.O. Box 128
Newport, Oregon

C.H. Maison
Attn: John Herr

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING: 18 December, 1964
	SECTION: Oceanography Access	SECTION PREFIX: 521-1074
	HIGHWAY: Lincoln County FAS-153	COUNTY: Lincoln
NAME OF JOB: Oceanography Access Road	KIND OF WORK: Grading & Paving	
CONTRACTOR: Road & Driveway--L. S. Pickens	CONTRACT NUMBER: 6443	FEDERAL AID PROJECT NUMBER: S-518(1)
DATE OF CONTRACT: June 4, 1964	DATE WORK STARTED: June 11, 1964	ESTIMATED COMPLETION DATE: —
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED ~~XXXXX~~completion date: August 31, 1964	WORK DAYS USED: —
		PERCENT OF TIME ELAPSED: —
PROJECT AUTHORIZATION: $195,710.06	ENGINEERING AUTHORIZATION $13,917.16	
EXCLUSIVE OF ENGINEERING: $181,792.90	ENGINEERING COST TO DATE $14,247.03	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $181,792.90	PERCENT OF AUTHORIZATION 102.4%	
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0 %	DATE PROJECT WAS COMPLETED: September 22, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100		100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.89	0.89			0.89
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.89	0.89			0.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	40,000	10,700			5,100
TOTAL QUANTITIES CORRECTED TO DATE	40,000	11,066			4,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	37,500	11,066			4,671
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Storm		NOTED JOHN R. OAKES
TUESDAY	Rain		CONSTRUCTION DIVISION RECEIVED
WEDNESDAY	Clear-Cold		DEC 21 1964
THURSDAY	" "		
FRIDAY	Overcast		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work performed on this project by the Contractor.
TUESDAY	Same as Monday.
WEDNESDAY	Same as Monday.
THURSDAY	Same as Monday.
FRIDAY	Same as Monday.
SATURDAY	

REMARKS

Computations for Semi-final now completed. Expedt to have it in Salem by the middle of next week.

SIGNED

ADDRESS P.O. Box 37, Newport, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 30 1964
FOR FILING

MEMO TO FILES
12/18/64

SUBJECT: Maintenance
Oceanography Road (FAS 153)
Lincoln County

In reference to Lincoln County's letter of November 27 requesting that the County and State reach an agreement on the maintenance of the portion of the above project lying within and adjacent to state-owned right-of-way, a meeting was held at the Lincoln County courthouse on December 11 with County Judge Mike Miller, G. W. Wimer, C. R. Chandler, and R. H. Prange attending.

It was agreed verbally that:

1. County will maintain all of the curbs, paved roadway, and drainage systems as shown in red on the attached map.
2. State shall likewise maintain all of the roadways and approaches shown colored in green.
3. County shall have control and jurisdiction of access from the properties abutting on and lying adjacent to the roadways to be maintained by the county.
4. State shall continue jurisdiction, control, and maintenance of state-owned properties lying outside of the roadways to be maintained by the county as shown colored in yellow.
5. The County and City Division will draw up a letter of agreement for the County's signature covering the above and other pertinent points.

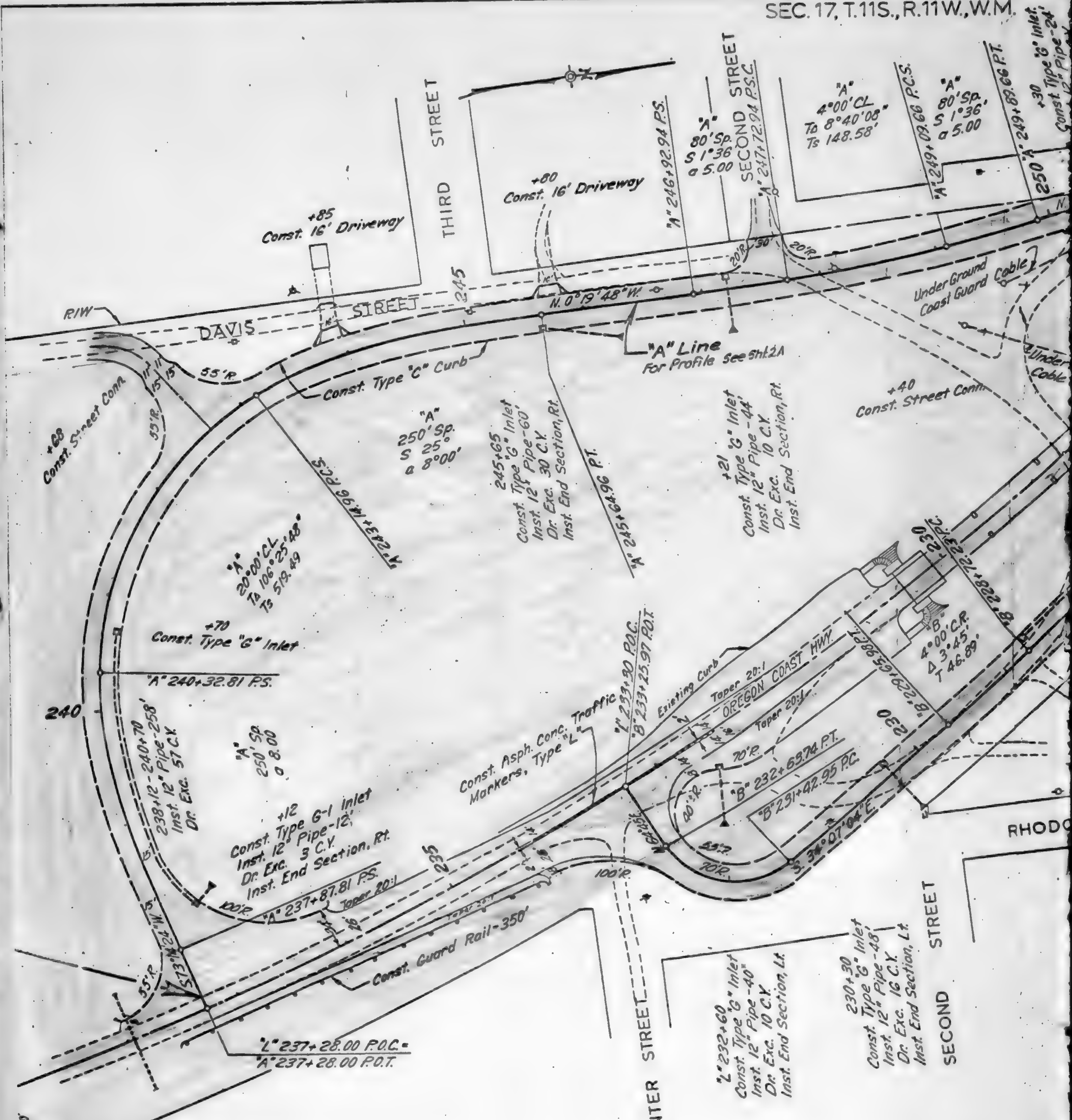
R. H. Prange, Field Engineer
County and City Division

RHP:mm

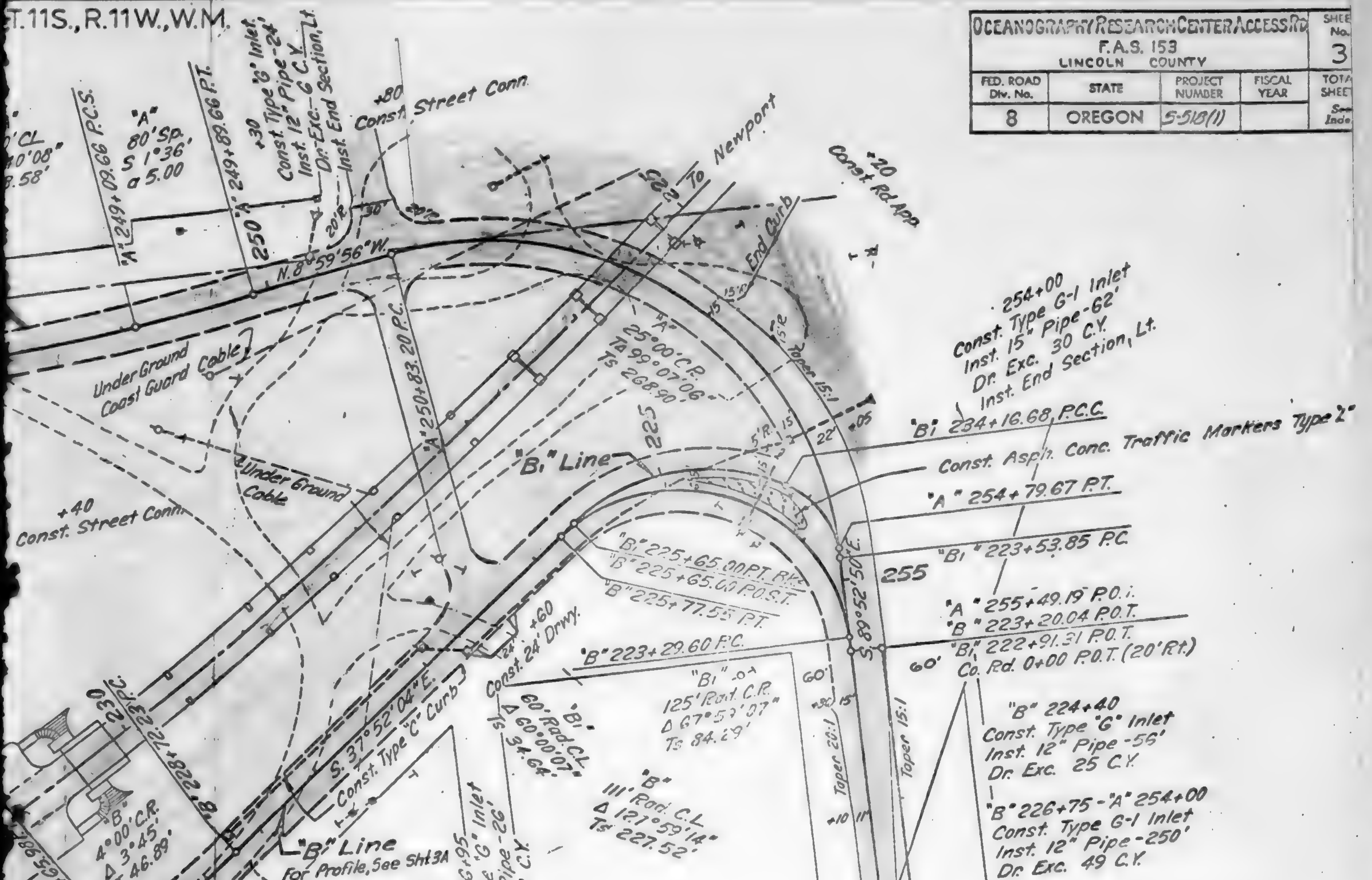
cc: L. P. Shaw
G. W. Wimer

[redacted]

RECEIVED
DEC 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER


SEC. 17, T.11S., R.11W., W.M.
THIRD STREET
SECOND STREET
DAVIS STREET
CENTER STREET
SECOND STREET
RHODO
+85 Const. 16' Driveway
+80 Const. 16' Driveway
"A" 246+92.94 P.S.
"A" 80' Sp. S 1°36' a 5.00
"A" 247+72.94 P.S.C.
"A" 4°00' CL To 8°40'08" Ts 148.58'
"A" 249+09.66 P.C.S.
"A" 80' Sp. S 1°36' a 5.00
"A" 249+89.66 P.T.
+30 Const. Type "G" Inlet Const. 12" Pipe-24'
250
245
N. 0°19'48" W.
20'R. 30' 20'R.
Under Ground Coast Guard Cable
Under Cable
R/W
55'R
"A" Line For Profile See Sht. 2A
Const. Type "C" Curb
+68 Const. Street Conn.
+40 Const. Street Conn.
"A" 243+14.96 P.C.S.
"A" 250' Sp. S 25° a 8°00'
245+65 Const. Type "G" Inlet Inst. 12" Pipe-60' Dr. Exc. 30 C.Y. Inst. End Section, Rt.
"A" 245+64.96 P.T.
+21 Const. Type "G" Inlet Const. 12" Pipe-44' Dr. Exc. 10 C.Y. Inst. End Section, Rt.
"A" 20°00' CL Ta 106°25'48" Ts 519.49
+70 Const. Type "G" Inlet
"A" 240+32.81 P.S.
240
238+12-240+70 Inst. 12" Pipe-258' Dr. Exc. 57 C.Y.
"A" 250' Sp. a 8.00
+12 Const. Type G-1 Inlet Inst. 12" Pipe-12' Dr. Exc. 3 C.Y. Inst. End Section, Rt.
"A" 237+87.81 P.S.
Taper 20:1
100'R.
15' 15'
55'R.
S 13°11'24" W.
Const. Guard Rail-350'
"L" 237+28.00 P.O.C.=
"A" 237+28.00 P.O.T.
235
Const. Asph. Conc. Traffic Markers, Type "L"
"L" 233+90 P.O.C.
"B" 233+25.97 P.O.T.
Existing Curb
Taper 20:1
OREGON COAST HWY.
Taper 20:1
70'R.
"B" 232+63.74 P.T.
"B" 231+42.95 P.C.
S. 34°07'04" E.
55'R
70'R.
100'R.
"B" 229+65.98 P.T.
230
"B" 228+72.23 P.C.
230
"B" 4°00' C.R. Δ 3°45' T 46.89'
"L" 232+60 Const. Type "G" Inlet Inst. 12" Pipe-40' Dr. Exc. 10 C.Y. Inst. End Section, Lt.
230+30 Const. Type "G" Inlet Inst. 12" Pipe-48' Dr. Exc. 16 C.Y. Inst. End Section, Lt.
R/W

OCEANOGRAPHY RESEARCH CENTER ACCESS RD. F.A.S. 153 LINCOLN COUNTY				SHEE No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTA SHEET
8	OREGON	5-518(1)		See Inde


T.11S., R.11W., W.M.
"A" 249+09.66 P.C.S.
"A" 80' Sp. S 1°36' a 5.00
'CL 0'08" 8.58'
"A" 249+89.66 P.T.
250
+30 Const. Type "G" Inlet. Inst. 12" Pipe-24' Dr. Exc.- 6 C.Y. Inst. End Section, Lt.
+80 Const. Street Conn.
20'R. 30' 20'R.
N. 8°59'56" W.
"A" 250+83.20 P.C.
Under Ground Coast Guard Cable
Under Ground Cable
+40 Const. Street Conn.
225 To Newport
End Curb
+20 Const. Rd. App.
15'R. 15 5'R. Taper 15:1
"A" 25°00' C.R. Ta 99°07'06" Ts 268.90'
225
"B1" Line
5'R. 15 22' +05
254+00 Const. Type G-1 Inlet Inst. 15" Pipe-62' Dr. Exc. 30 C.Y. Inst. End Section, Lt.
"B1" 234+16.68 P.C.C.
Const. Asph. Conc. Traffic Markers Type "2"
"A" 254+79.67 P.T.
"B1" 223+53.85 P.C.
"B1" 225+65.00 P.T. RKL
"B" 225+65.00 P.O.S.T.
"B" 225+77.55 P.T.
255
S. 89°52'50" E.
"A" 255+49.19 P.O.I.
"B" 223+20.04 P.O.T.
"B1" 222+91.31 P.O.T.
Co. Rd. 0+00 P.O.T. (20' Rt.)
"B" 223+29.60 P.C.
+60 Const. 24' Drwy.
"B1" 60' Rad. C.L. Δ 60°00'07" Ts 34.64'
"B1" 125' Rad. C.R. Δ 67°53'07" Ts 84.29'
"B" 111' Rad. C.L. Δ 121°59'14" Ts 227.52'
60' 60' +90 15 Taper 20:1 Taper 15:1 +10 11'
"B" 224+40 Const. Type "G" Inlet Inst. 12" Pipe-56' Dr. Exc. 25 C.Y.
"B" 226+75 - "A" 254+00 Const. Type G-1 Inlet Inst. 12" Pipe-250' Dr. Exc. 49 C.Y.
230 "B" 228+72.23 P.C.
S. 37°52'04" E.
Const. Type "C" Curb
"B" 4°00' C.R. Δ 3°45' T 46.89'
"B" 229+65.98
230
"B" Line For Profile, See Sht. 3A
228+70 - 226+95 Const. Type "G" Inlet Inst. 12" Pipe-172' Dr. Exc. 43 C.Y.
226+95 Const. Type "G" Inlet Inst. 12" Pipe-26' Dr. Exc. 6 C.Y.
RHODODENDRON STREET
FIRST STREET
SECOND STREET
Type "G" Inlet 12" Pipe-48' Exc. 16 C.Y. End Section, Lt.
11' 9' +65
"C" Line For Profile, See Sht. 3A
Easement Line
Easement Line
60' +50 80' +00 70' +50
+00 60' +50 80'
5
R/W
R/W
11' 11'

RECEIVED
DEC 4 1964
FOR FILING

6443

December 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 22 on Contract No. 6443. The contract was with Road and Driveway Co., Inc. and Lewis S. Pickens and was for grading and paving on the Oceanography Research Center Access Road on Route FAS 153 in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 3, 1964, and that you concur in this procedure at the Commission meeting on December 15.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

bbc

Office of the County Court

Judge Mike Miller Commissioners David S. Moffit - Oscar S. Knox

COUNTY OF LINCOLN

Newport, Oregon

NOTED
DON HARWELL

November 27, 1964

NOTED
R. H. PRANGE

RECEIVED
NOV 30 1964
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department,
City-County Relations Division,
Salem, Oregon.

Gentlemen:

The 1964 FAS Project in Lincoln County was the Oceanography project. The Lincoln County Court and County Engineer have inspected the same and are satisfied with the work.

A maintenance agreement should be worked out, stating which portions are to be maintained by the State and which portions are to be maintained by the County, as much of the project lies on state owned land.

Sincerely yours,

LINCOLN COUNTY COURT

Mike Miller
Judge

Dave Moffitt- Absent
Comm.

Oscar S. Knox
Comm.

ROAD DEPARTMENT

I. M. Huddleston
County Engineer

IMH;mhr

Copy to Division II

NOTED
V. R. JONES

VED
V 24 1964
ILING

November 24, 1964

Road & Driveway Co. Inc., &
Lewis S. Pickens
P. O. Box 128
Newport, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 24, 1964, considered your request for an extension of the specified completion date from August 31, 1964, to September 15, 1964, to complete contract 56443 for grading-paving the Oceanography Research Center Access Road Project on FAS 153 in Lincoln County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request of an extension of the specified completion date from August 31, 1964, to September 15, 1964, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. D. Asburry
Wendell Schwartz
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
OCT 20 1964
FOR FILING

644

October 19, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 2
November 24, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Road and Driveway Company, Inc. and Lewis S. Pickens, contractors on the Oceanography Research Center Access Road Section of FAS 153 in Lincoln County, Contract No. 6443. The request is for an extension of the specified completion date from August 31, 1964 to September 15, 1964, based on a delay incurred due to design changes which were requested by the County. The design changes were requested to change a road connection which effectively delayed the contractors' normal operation for 14 calendar days. Extending these 14 days from the specified completion date, excluding the Labor Day holiday, will establish a new completion date of September 15, 1964, with seven penalty days remaining.

We recommend that the request for an extension of the completion date to September 15, 1964 be granted. This is a State project and was completed September 24, 1964.

This matter will be presented at your meeting on November 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

DES:fp bbc

E-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#2

Oregon State Highway Commission
Salem, Oregon

Date August 14, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 8/31/64 days to 9/15/64 days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:
FAS 153 - OCEANOGRAPHY RESEARCH CENTER ACCESS ROAD PROJECT - Grading and Paving

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
Changes in design requested by the Lincoln County Court after the work was completed and the delays resulting therefrom will prevent us from completing the job in the time allocated.

Respectfully submitted,

Road & Driveway Co., Inc. and
Lewis S. Pickens
Contractor

By Lewis S. Pickens

CONSENT OF SURETY

Date August 18, 1964

We, UNITED STATES FIDELITY AND GUARANTY COMPANY
, as
surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert E. McGibbon
Attorney-in-fact Robert E. McGibbon

Edward C. Stipe
Resident Agent Edward C. Stipe

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6443 Contractor Road & Driveway Co., Inc., & Lewis S. Pickens

Highway FAS 153

Section Oceanography Research Center Access Road Project

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Change of plans definitely affected the project from August 14 to August 28 to the extent that normal production could not be attained, necessitating like time to perform the work held up by the change order.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6443

Project designation State
State-Federal

Date awarded June 4, 1964

Work started June 11, 1964

Per cent completed 80% 9-11-64
Date

Specified Completion Date 8-31-64
~~No. of Workdays Allowed~~

No. of Workdays Used

Extension requested to 9-15-64
~~No. of Added Workdays Requested~~

FORM E-30 90M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 14, 1964

SUBJECT: Request for Extension of Time
Oceanography Research Center
Access Road
Lincoln County FAS 153
Contract No. 6443

To: Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a " Contractors Request for Increase in Number of Workdays to Complete Construction Contract" submitted by Road and Driveway Company, Inc. and Lewis S. Pickens, contractors on the subject project. The request is for an extension of completion date from August 31, to September 15.

The contractor's request is based on design changes requested by the County. This request halted all of the contractor's operations from August 14 to August 21, 1964 and the construction work required to accomplish these changes delayed his normal operations until August 28. Prorating these 14 days from the specified completion date of August 31 would extend the completion date to September 15, 1964 as requested.

It is recommended that the request be granted for the reasons outlined. The contract was completed on September 24, 1964. This would still leave a penalty of $980.00 (7 days at $140.00 per day) to be assessed.

This is a State project and Bureau of Public Roads' concurrence is unnecessary.

A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc L. H. Young
R. D. Asburry

RECEIVED
OCT 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 1 1964
FOR FILING

August 7, 1964

Lincoln County Court
Courthouse
Newport, Oregon

Attention Hon. Mike Miller

FAS 153, Lincoln County
Oceanography Road

Dear Sirs:

This office has taken your telephonic request for a change in the plans on the Oceanography Research Center Access Road up with Assistant Highway Engineer L. P. Shaw and Division Engineer Ray Asburry, with the result that present plans will be changed according to your wishes upon request by letter and in answer to this letter. Enclosed please find set of plans. Please indicate the change you desire on these plans and return to this office.

In granting the above-mentioned change in plans, this office feels obligated to stress some undesirable features in your proposal and to point out to you that both traffic and construction divisions are opposed to this change because of (1) traffic hazard - an additional connection in the vicinity of Station "A252+," "B_1" and "B" lines will create a most dangerous situation because it will be (2) too close to an already congested area, (3) be difficult to properly sign, (4) and will be quite unsatisfactory due to adverse supers.

Keeping the above objections in mind, we would be hopeful that some alternate plan might be advanced that would ultimately prove more satisfactory.

Please bear in mind that this office stands ready at all times to be of service to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RECEIVED
AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:mm
Encl.
cc: L. P. Shaw
R. D. Asburry and F. D. Morgan

RECEIVED
JUL 2 1964
FOR FILI 7-2

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO PR-2 (RE 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE **Oregon**
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY **Lincoln**
PROJECT REPORT NO. 4		PROJECT NO. **S-518(1)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. South Beach Jct. N.E. 1 mile
(Oceanography Research Center Access Road)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-4-64	0.888
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 191,360.00	$ 120,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd P. Sleeman

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer **July 1, 1964**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-518(1)

OCEANOGRAPHIC RESEARCH CENTER ACCESS ROAD

(FAS 153) IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 11, 1964

Type Code 1202
Roadway (Sta. 207+38 [illegible] 255+19.19=20+00 to Sta. [illegible] 28+71) (Contract 6443)

Clearing and Grubbing	All Required		$ 3,500.00
Drainage Excavation, Unclassified	310 cu. yds.	$ 4.00	1,240.00
General Excavation, Unclassified	40,000 cu. yds.	0.50	20,000.00
Short Overhaul	57,700 yd. Sta.	0.02	1,154.00
Long Overhaul	1,970 M-yd. Sta.	0.40	788.00
Finishing Roadbed and Slopes	All Required		2,500.00
Selected Rock Embankment	1,700 cu. yds.	4.00	6,800.00
Gravel Blanket	520 cu. yds.	4.50	2,340.00
Loose Riprap	1,050 cu. yds.	5.50	5,775.00
12-inch Culvert Pipe	1,060 lin. ft.	3.00	3,180.00
15-inch Culvert Pipe	70 lin. ft.	4.50	315.00
12-inch Culvert End Sections	6 only	60.00	360.00
15-inch Culvert End Sections	2 only	75.00	150.00
Concrete Inlets, Type "G"	10 only	100.00	1,000.00
Concrete Inlets, Type "G-1"	4 only	110.00	440.00
Concrete Curbs	180 cu. yds.	50.00	9,000.00
Metal Guard Rail	490 lin. ft.	3.00	1,470.00
Rail End Pieces	4 only	4.00	16.00
Guide Posts, W-1	75 only	7.00	525.00
Guide Posts, Y-1	30 only	7.25	217.50
Coarse Crushed Material in Base	7,800 cu. yds.	3.65	28,470.00
3/4" - 0 Material in Base	2,900 cu. yds.	4.40	12,760.00
Sprinkling	670 M-gal.	3.50	2,345.00
SS-1 Asphalt in Sprinkling	22,500 gal.	0.36	8,100.00
Preparation of Base	All Required		300.00
3/4" - 0 Material in Base	160 cu. yds.	4.40	704.00
RC-250 Asphalt	25 tons	45.00	1,125.00
Class "B" Asphaltic Concrete	5,100 tons	9.30	47,430.00
Extra for Paving Approaches	14 only	15.00	210.00
Asphaltic Concrete Traffic Markers, Type L	150 lin. ft.	2.00	300.00
			$162,514.50

Flagging (57½% of Contractor's Cost)	All Required	$ 250.00
Signing	All Required	1,400.00
Seeding and Mulching	All Required	9,800.00
		$ 11,450.00
	Subtotal	$173,964.50
	10% Engr. & Cont.	17,395.50
	Total	$191,360.00

Length of Project - - - - - - - - - - - - - 0.888 Miles

Cost of Roadway Per Mile - - - - - - - - $215,495.49

Federal Funds -	$120,500.00
State Funds -	35,430.00
County Funds -	35,430.00
	$191,360.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 175, Laws 1917.

ORÉGON STATE HIGHWAY DEPARTM

INVOICE

RECEIVED
JUN [illegible] 1964
[illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-5-64	CC 865		521-1074-297

INVOICE NUMBER
81783

Lincoln County
Courthouse
Newport, Oregon

Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			39,200.00
Partial transfer for advance deposit for Oceanography Research Center Access Road Section, FAS 153. Covered by agreement dated 6-3-64.			30,200.00
To be retained			9,000.00

NOTED
DON HARWELL

F. B. [illegible]

RECEIVED
JUN 8 1964
ENGINEER
COUNTY & CITY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

NOTED
V. R. [illegible]

A 150 (REVISED 7-60)

Lincoln
Fas 153

NOTED
R. M. ALLISON

NOTED
H. S. COX

NOTED
DON HARWELL

May 27, 1964

NOTED
R. H. PRANGE

NOTED
P. S. Arensmeier

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

On May 26, a satisfactory bid was received from Road & Driveway Inc. and Lewis S. Pickens of Newport for constructing the Oceanography Road section of FAS 153. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$162,514.50
Flagging	250.00
Signing	1,400.00
Seeding & Mulching	9,800.00
12-1/2% Engineering & Contingencies .	21,745.56
Estimated Total Cost	$195,710.06

County Advance Deposit:
20% of $195,710.06 = $39,142.01 or say $39,200

Please make this advance deposit in the amount of $39,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office. When your deposit and the Certification of Acquisition of Right of Way are received, the contract will be awarded.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

cc: I. M. Huddleston, County Engineer

RECEIVED
JUN 1 2 1964
FOR FILING

3-5719 (1)

6-11-64

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
June 8, 1964

FAS-C Construction Agreement
Oceanography Road
FAS 153, Lincoln County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer, County & City

Attached is a conformed copy of FAS-C Construction Agreement with Lincoln County covering the Oceanography Research Center Access Road of the Oceanography County Road, FAS 153, in Lincoln County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court, Lincoln County.

Secretary

rn
Attach: 1

Form A-139

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section	Oceanography Research Center Access Road Project	**Contract No.**	6443
Highway	FAS 153	**F. A. Project No.**	S-518(1)
County	Lincoln	**Job Prefix**	521-1074
Kind of Work	Grading and Paving	**Date of Award**	6-4-64
Contractor	Road & Driveway Co.,Inc., & Lewis S. Pickens	**Division Engineer**	Ray D. Asburry
Specified ~~Work Days~~	Completion 8-31-64	**Resident Engineer**	Wendell E. Schwartz

CONSTRUCTION AUTHORIZATION

RECEIVED
JUN 5 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

Contract amount		$ 162,514.50
Additional anticipated items:		
Flagging	$ 250	
Signing	1,400	
Seeding and Mulching	9,800	
		11,450.00
Subtotal		$ 173,964.50
Contingencies (4½%)		7,828.40
Construction Engineering (8%)		13,917.16
Subtotal		$ 195,710.06
Credit for maintenance rock		- -
Total original construction authorization		$ 195,710.06

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
						NOTED V R [illegible]

State Printing

(Continued on reverse side)

RECEIVED
AUG 12 1964
FOR FILING

6443

June 4, 1964

Road and Driveway Co., Inc.
and Lewis S. Pickens
Box 125
Newport, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, accepted your proposal for grading, stone base and paving on the Oceanography Research Center Access Road Project in Lincoln County for the sum of $162,514.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6443.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By

C. W. Head, Assistant Secretary

fkn
cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NO
H. S. CO

NOTED
R. H. PRANGE

5-28-64

NOTED
[illegible]

RECEIVED
MAY 29 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. M. ALLISON

NOTED
P. B. [illegible]

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-518(1)

Highway No. FAS 153

Project Name Oceanography Research Center Access Road

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. ~~We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.~~

Dated at Newport, Oregon, this 28th day of May, 1964

Lincoln County Court

Milo Miller
Judge

Commissioner

Oscar S. Knox
Commissioner

*NOTE: Certify either paragraph 2 or 3.

NOTED
V. R. JONES

Forwarded
[illegible] 153

NOTED
H. S. COX

NOTED
P. B. [illegible]

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
R. H. PRANGE

May 4, 1964

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

Enclosed are two copies of an agreement in connection with the Oceanography Research Center Access Road, FAS 153.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission secretary, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than May 15, 1964.

It is presently planned to accept bids for this project at the May 26 letting. The estimate for this project is $196,000. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

by

Robert H. Prange
Field Engineer

R/W Options, maps &
Certificates returned
this date.

RHP:eb
Encl.

cc: I. M. Huddleston

Oceanography Research Center Access Road

Cost Estimate

Item No.	Item	Quantities	Unit Price	Amount
1	Clearing and Grubbing	All Specified		~~5000~~ 7500 –
2	Drainage Excavation, Unclassified	310 Cu Yds	3 –	930 –
3	General Excavation, Unclassified	40,000 " "	^{50}	20,000 –
4	Short Overhaul	57,700 Yd Sta	.02	1154 –
5	Long Overhaul	1,970 Cu Yd Sta	^{50}	985 –
6	Finishing Roadbed and Slopes	All Specified		1350 –
7	Selected Rock Embankment	1,700 Cu Yds	3 –	5100 –
8	Gravel Blanket	520 " "	3^{50}	1820 –
9	Loose Riprap	1,050 " "	6 –	6300 –
10	12-inch Culvert Pipe	1,060 Lin Ft	3^{75}	3975 –
11	15- " " "	70 " "	4^{25}	297^{50}
12	12-inch Culvert End Sections	6 Only	30 –	180 –
13	15- " " " "	2 "	35 –	70 –
14	Concrete Inlets, Type G	10 "	100 –	1000 –
15	" " " G-1	4 "	125 –	500 –
16	Concrete Curbs	180 Cu Yds	45 –	8100 –
17	Metal Guard Rail	490 Lin Ft	3 –	1470 –
18	Rail End Pieces	4 Only	5 –	20 –
19	Guide Posts, W-1	75 "	7^{50}	562^{50}
20	" " , Y-1	30 "	7^{50}	225 –
21	Coarse Crushed Material in Base	7,800 Cu Yds	3^{50}	27300 –
22	3/4"-0 Material in Base	2,900 " "	3^{75}	10875 –
23	Sprinkling	670 M-Gals	3 –	2010 –
24	SS-1 Asphalt in Sprinkling	22,500 Gals	^{30}	6750 –
25	Preparation of Base	All Specified		500 –
26	3/4"-0 Material in Binder Course	160 Cu Yds	5 –	800 –
27	RC-250 Asphalt	25 Tons	50 –	1250 –
28	Class "B" Asphaltic Concrete	5,100 Tons	10 –	51000 –
29	Extra for Paving Approaches	14 Only	35 –	490 –
30	Asphaltic Concrete Traffic Markers, Type L	150 Lin Ft	1 –	150 –
			$	162,664.00
				11,450.00
				174,114.00
			+12½%	21 764.25
			$	195,878.25

Extra Items

Flagging	250 –
Signing { Const	200 –
Signing { Perm	1200 –
Seeding & Mulching	9800 –

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1964

NOTED
DON H.

SUBJECT: OPTIONS
Oceanography County Road
Lincoln County

To: Mr. H. S. Cox
County-City Engineer
Highway Building

NOTED
R. H. FRANCE

P. B. A[illegible]cier

This is to confirm that on May 1, 1964 we handed you six original option forms in quadruplet covering right of way to be acquired in connection with the Oceanography County Road in Lincoln County. This contract is scheduled for letting on May 26, 1964.

We also handed you four prints of map No. 8B-30-15 covering this area and bearing our date of May 1, 1964.

Please return a signed or conformed copy of each option to the State Highway Department, Right of Way Section so that we may inform the Engineers of the condition, if any, on each transaction.

File No.	Name	Area		
36814-A	Loran W. Finch, et ux	3,125	Square Feet	
36814-B	B. M. Spruner, et ux	5,000	" "	
36814-C	R. L. Cooper, et ux	10,000	" "	P 1
		0.25	Acre	P 2
36814-D	John F. Wiles, et ux	0.26	"	
36814-E	??	0.07	"	
36814-F	Port of Newport	1.77	"	P 1
		0.3	"	P 2

EARL F. SALING
Right of Way Office Manager

AC:jm

cc: R. D. Asburry

cc: E. J. Benner

NOTED
V. R. JONES

RECEIVED
MAY 7 1964
ENGINEER
COUNTY & CITY DIVISION

MEMO TO J. W. NASH

R. S. COX

Date: April 23, 1964

FAS 153, LINCOLN COUNTY - OCEANOGRAPHY ROAD SECTION

NOTED
F. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANCE

TERMINI: From a point near the south end of the Newport Bridge on FAP 2 northeasterly to a point 0.5 miles east of the Newport Bridge.

PROPOSED WORK: Grade, surface, pave, and construct an asphalt stabilized sand base on two lanes which will be graded and which will be paved in the future.

PROJECT LENGTH: 0.9 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$200,000	$120,000	$40,000	$40,000	(County)

EXISTING FACILITIES: None

ADJACENT SECTIONS:

XXXXX/EAST END: Paved cul de sac and turning area with 46' radius

XXXXX/WEST END: FAP 2

PROJECT DATA: Construct two connections to FAP 2. 30' asphaltic concrete pavement with curbs. From intersection with connecting roads to easterly end, grade a section with a subgrade width of 76' and place asphaltic concrete pavement 30' wide with 4' crushed rock shoulders. Place 6" of asphalt stabilized base on the remaining graded section. *

RIGHT OF WAY: 50' minimum on connections, 120' on 4-lane section
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: There is a 12° curve on the 4-lane section due to terrain. Flattening of this curve would move the alignment into the Bay. (Speed is restricted to 35 m.p.h.)
SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Route serves a state park area, a large oceanographic research installation, a dock which will handle forest products, and a boat launching site for sports fishermen.

* See attached sheet.

VRJ:eb

* SUBJECT: Oceanography Road
FAS 153
Lincoln County

The subject project as proposed has been designed to provide a four-lane graded section with a two-lane surfaced and paved section. It is also proposed to stabilize the subgrade full width with SS-1 asphalt to a depth of 6 inches.

It is felt that the four-lane graded section, which will provide for two travel lanes at present and two additional travel lanes in the future, is justifiable based on sound economical engineering. The proposed grade line provides a balanced earthwork section with neither waste nor borrow materials. If only a two-lane section were graded at the present time, there would be a waste of several thousands of yards of excavated materials from the west approach ("A" Line). Since the grading portion of the project is one of the cheaper items, it would seem reasonable to complete the four-lane grading at this time as requested by the County.

The County Court, realizing the high traffic potential of the existing industrial and commercial installations and the Oceanography Research Center now under construction, and also anticipating a high rate of traffic increase due to the tourist and recreational attraction of the Oceanography Research Center, has already secured sufficient right of way for the four-lane construction. It is the County's plan that the subgrade be finished and stabilized to the full four-lane width so that the additional two lanes might be constructed in the future with or without federal funds to carry the anticipated increase of traffic.

Fas 153, Lincoln Co

PROPOSED TRANSFER OF FAS FUNDS

These transfers are for the purpose of providing needed funds for approved FAS projects in the respective counties and will be returned to the lending county from the next (fiscal-years 1966-1967) allocation of FAS funds:

CLACKAMAS COUNTY to BENTON COUNTY: $34,000 Federal funds which is equivalent to $57,000 in total FAS funds.

To be used on the Kings Valley School-Maxfield Creek Section, FAS 209, Grading, Structures, and Oiling.

CLACKAMAS COUNTY TO LINCOLN COUNTY: $53,000 in Federal funds which is equivalent to $88,000 in total FAS funds.

To be used on the Oceanography Road Section, FAS 153, Grading and Paving.

Approved 4-23-64

64-c
4/16/64

FAS 153

Office of the County Court

Judge Mike Miller **Commissioners David S. Moffit - Oscar S. Knox**

COUNTY OF LINCOLN

Newport, Oregon

NOTED
R. M. ALLISON

NOTED
P. B. [illegible]

Oregon State

April 15th, 1964

REFERRED TO
Si Cof

Oregon State Highway Commission
State Highway Office Building
Salem 10, Oregon

Dear Sirs:

Enclosed are three copies of the letter approved by the Court on the transfer of Federal Secondary Funds between Lincoln and Clackamas County.

The Court would appreciate your acquiring the signature of the Clackamas County Court and wish to thank you for the help you have given them in processing this transfer.

Very truly yours,

Lincoln County Court
By Virginia Myers Sec.

3-Encl.

Clackamas County Signed
4-17-64
Original Mailed to Lincoln Co.

RECEIVED
APR 16 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

Office of the County Court

Judge Mike Miller Commissioners David S. Moffit · Oscar S. Knox

COUNTY OF LINCOLN

Newport, Oregon

April 15th, 1964

Oregon State Highway Commission
State Highway Office Building
Salem 10, Oregon

Attention: County and City Division

Gentlemen:

By this letter the members of the County Courts whose signatures appear below request and authorize the State Highway Commission to make the following exchange of funds between the Counties involved:

Transfer from Federal Secondary Funds available to Clackamas County to Lincoln County in the amount of $53,000.00.

Transfer from Lincoln County to Clackamas County fiscal year 1966-67 Federal funds totaling $53,000.00 when said 1966-67 funds are available.

The sums shown above represent Federal funds. Required County matching funds will be furnished by the County using the funds.

Approved Apr 17 1964

CLACKAMAS COUNTY COURT

Commissioner

Commissioner

Commissioner

ATTEST:

County Clerk

Approved April 15th, 1964

LINCOLN COUNTY COURT

Mike Miller
Judge

David S. Moffitt
Commissioner

Commissioner

ATTEST:

Alberta M. Bryant
County Clerk
Tilla Goldenslene - Deputy

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

February 6, 1964

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

Hon. Mike Miller
Lincoln County Judge
Courthouse
Newport, Oregon

FAS 153

NOTED
R. H. PRANGE

Dear Sir:

In answer to your inquiry concerning the Oceanography Road FAS project, we have contacted Mr. R. D. Asburry, Division Engineer, who informed us that he expects the field work to be in his office about the middle of this month. It is his intent to do everything possible to prepare the project for the April 21 bid letting.

Due to unforeseen circumstances it has been impossible to complete the field work and place the Oceanography Road under contract before now. Please accept our apologies if the County has been inconvenienced in any way and if this office can be of any further assistance, please call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RHP:mm

cc: R. D. Asburry

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

RECEIVED
JAN 28 1964
FOR FILING

Section OCEANOGRAPHY ROAD Highway F.A.S. 153 County LINCOLN Prefix 521-1408

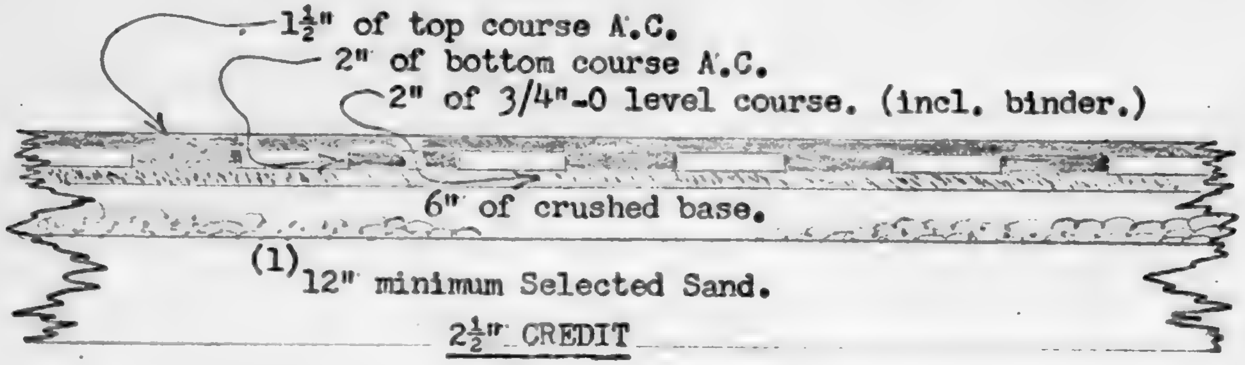
Res. Engr. W.E. Schwartz Approx. Length of Project 1.09 Miles. Sta. ________ to Sta. ________ Date 1-10-64

TYPICAL SECTIONS Traffic Classif. - HEAVY

(1)
Typical Selected Material.

23	LL
0	PI
100	% P10
1	% P200
0	% Gravel
0	% C Sand
99	% F Sand
1	% Silt
0	% Clay
75	"R" Value

AASHO CLASSIF. - A-3 (0)



1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (incl. binder.)
6" of crushed base.
(1)12" minimum Selected Sand.
2½" CREDIT

(1)The native material in the subgrade is generally sand, but as a credit in lieu of base rock is allowed, a dimension is indicated to assure placement of the better material in the upper portion of the subgrade.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½	AC
			2	Level
			6	Cr Base
12"	Select Sand =		2½	Credit
14			14	

1-10-64

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

NOTED
LLOYD P. SHAW

Submitted by J W Yarbrough
Staff Assistant

Recommended by S. F. Decker
Asst. Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by Lloyd P. Shaw
Assistant ~~Deputy~~ State Highway Engineer

B.P.R.
cc Asst. ~~Deputy~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

County-City (2)

6

PAVEMENT TYPE SELECTION

OCEANOGRAPHY ROAD
F.A.S. 153
LINCOLN COUNTY
Prefix 521-1408

Principal Factors Governing Selection

1. Traffic Classification: HEAVY Estimated Present ADT 1000 Estimated 1980 ADT 2000 % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use)(LOGGING TRAFFIC)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ________ Annual Precipitation ~~Rainfall~~ 75"±

4. Performance of Similar Pavements in Area: Good X Fair ________ Poor ________
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an A.C. wearing surface

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an A.C. wearing surface has been selected.

RECEIVED
NOV 18 1963
FORM E-30X 90M 3-63 49606

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1963

SUBJECT: South Newport, Oceanography Interchange, Lincoln County

To: R. D. Asburry
Division II Engineer
Room 405

BUILDING

I am enclosing a report made by our Planning Section concerning subject interchange.

It does not appear feasible for us to use the access for this interchange for our State park entrance due to the length of road required to get to the proposed park.

It would require approximately one mile of road construction from this interchange, as opposed to 1,000 feet from the access at the south end of the park.

I would, therefore, recommend that this not be considered for an access for park purposes.

Harold Schick
Harold Schick
State Parks Superintendent

HS:ejd
enclosure
cc -P.M. Stephenson ✓

NOTED
P.M. [illegible]

RECEIVED
NOV 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1963
FOR FILING

[illegible]

[illegible]

10 17 63

Prefix No. 521-1408

LOCATION PROSPECTUS
OCEANOGRAPHY ROAD SECTION
FAS 153, LINCOLN COUNTY

HIGHWAY: County Road No. 573, Federal-aid Secondary No. 153.

TERMINI: Beginning at the south end of Yaquina Bay Bridge at Newport and terminating at the Oregon State University Marine Science Center on Yaquina Bay.

LENGTH: 1.09 Miles

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on new alignment. Reconnaissance and some preliminary survey work has been conducted by Lincoln County. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed.

CHARACTERISTICS: This being a new road into a newly developed area, there is no ADT figure available, nor is there a way to predict what the projected ADT will be.

STANDARDS: Class "D", maximum curvature 10 degrees, maximum grade 6 per cent.

TYPICAL SECTION: 22-foot travel way with 4-foot paved shoulders. Connecting legs to the Oregon Coast Highway will be 30 feet between curbs. Excluding the legs, this project will be graded to a 66-foot four-lane width with present paving to two-lane only. Deviations from State standards are not anticipated.

STRUCTURES: None, one connecting leg will go under the existing Yaquina Bay Bridge.

ACCESS: Lincoln County is responsible for access restrictions or limitations.

NOTED
FORREST COOPER

BASE DESIGN: Tentative base design for construction

Paving	3-1/2"	AC
Top Course Base	2 "	Level
Bottom Course Base	6 "	Crushed Base
Select Material	12 "	Select Sand
Total Depth	23-1/2"	

MATERIAL SOURCE: Lincoln County has a use permit to remove material from a State-owned source at Iron Mountain and requested this source be made available. There are local commercial sources available.

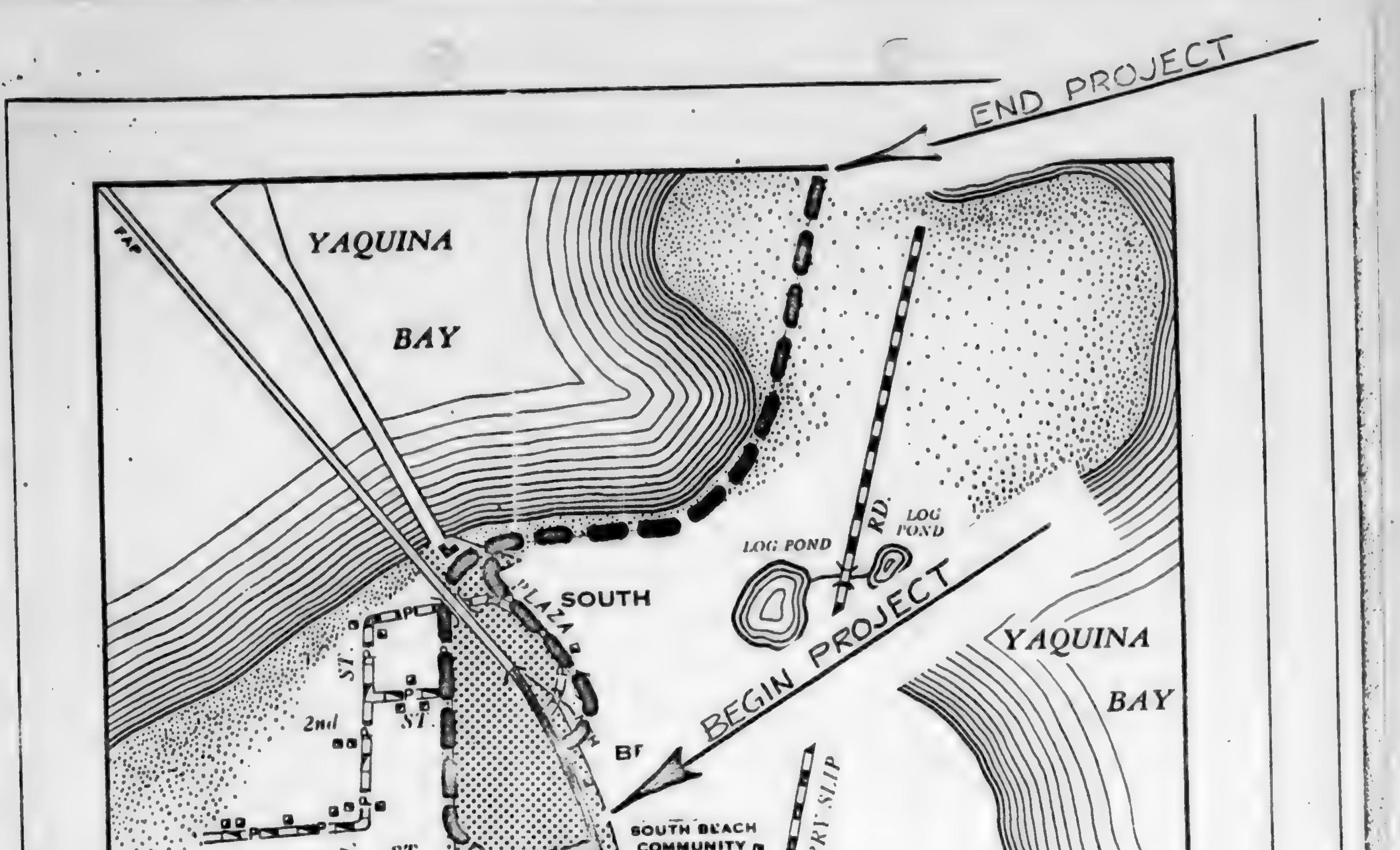
ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: There should be no special utility problems. Customary County and State agreement will be needed.

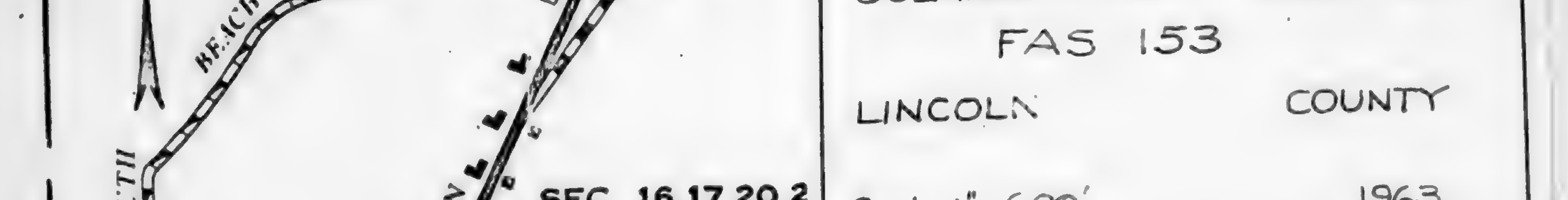
STATE PARKS OR ROADSIDE REST AREAS: The project will cross through State-owned land which is used as the South Beach Wayside Park.

October 17, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Phil Preston (2)
Research Division
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
OCT 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER


END PROJECT
BEGIN PROJECT
YAQUINA BAY
YAQUINA BAY
SOUTH PLAZA
LOG POND
LOG POND
LOG POND
RD.
2nd ST.
3rd
LAUREL ST.
ST.
BR
SOUTH BEACH COMMUNITY HALL
WAYSIDE
FERRY SLIP
SOUTH BEACH
IDAHO PARK
101
HWY
COAST
OREGON
SOUTH BEACH RD.
N
SEC. 16 17 20 2
STATE HIGHWAY TRUCK SCAL

PROSPECTUS MAP
OCEANOGRAPHIC ROAD SEC.
FAS 153
LINCOLN COUNTY
Scale 1" = 600' 1963


℄
30'
A.C. or Conc. Curbs
A.C. Pav't
℄
30'
4' Paved Shoulders
Graded for future 4-lane

Entrance & Exit Ramps

Main Roadbed

RECEIVED
JUL 23 1963
FORM E-90X 80M 3-63 49000
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1963

SUBJECT:

To:

Mr. W. E. Schwartz
Resident Engineer
Oregon State Highway Department
Box 37
Newport, Oregon

Assistant State Highway Engineer P. M. Stephenson promised Bob Cooper, proprietor of Cooper's Trailer Court located easterly of the Oregon Coast Highway southerly of the Yaquina Bay Bridge, that you would contact him before starting the survey on the proposed Lincoln County Road to serve the Yaquina Bay Oceanography. Would you please contact him in the near future and, if necessary, again at the time you start the survey.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. P. M. Stephenson
Mr. D. J. Barbee

NOTED
P. M. STEPHENSON

RECEIVED
JUL 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LINCOLN COUNTY
PROPOSED PROJECT (1964 Funds)

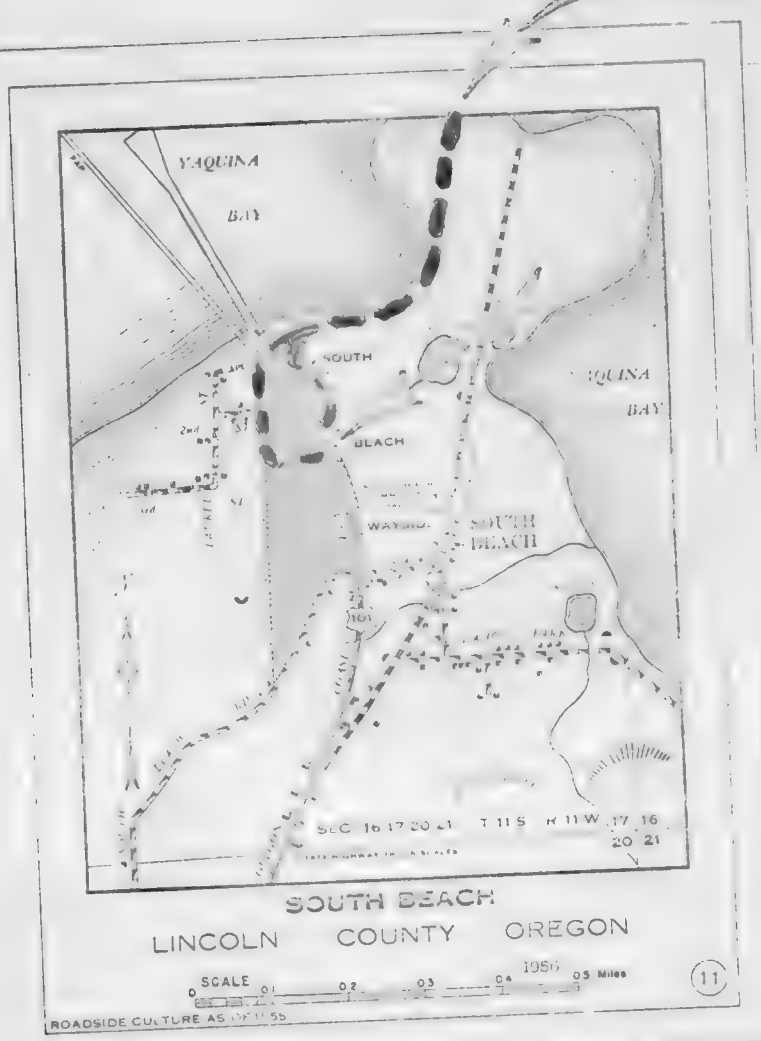
FAS 153, Oceanography Road: Grade and pave, 1.1 miles, $132,000.

The county requests the construction of this road to serve the new Oceanography facilities to be operated by Oregon State University. The road will be connected to the Coast Highway with off and on ramps which will be curbed and paved with asphaltic concrete to the full width of 30 feet. The remainder of the road will be graded to four-lane width of 66' but at present the paving will be 30' wide.

63-e
7/2/63

Comm approved 7-18-63

PROPOSED PROJECT
FAS-153


YAQUINA
BAY
YAQUINA
BAY
SOUTH
BEACH
SOUTH
BEACH
2nd
101
SEC 16 17 20 21 T 11 S R 11 W 17 16
20 21
SOUTH BEACH
LINCOLN COUNTY OREGON
1956
SCALE
0 0.1 0.2 0.3 0.4 0.5 Miles
11
ROADSIDE CULTURE AS OF 1955

GENERAL HIGHWAY MAP

LINCOLN COUNTY
OREGON
1956

SHEET 18 OF 2 MAP SHEETS AND 3 SUPPLEMENTAL SHEETS

SHEET 18

Office of the County Court

Judge Mike Miller Commissioners David S. Moffit - Oscar S. Knox

COUNTY OF LINCOLN

Newport, Oregon

June 28th, 1963

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RECEIVED
JUL 1 - 1963
ENGINEER
COUNTY & CITY DIVISION

State Highway Department
Salem 10, Oregon

Attention Mr. H. S. Cox
County and City Engineer

Dear Sir:

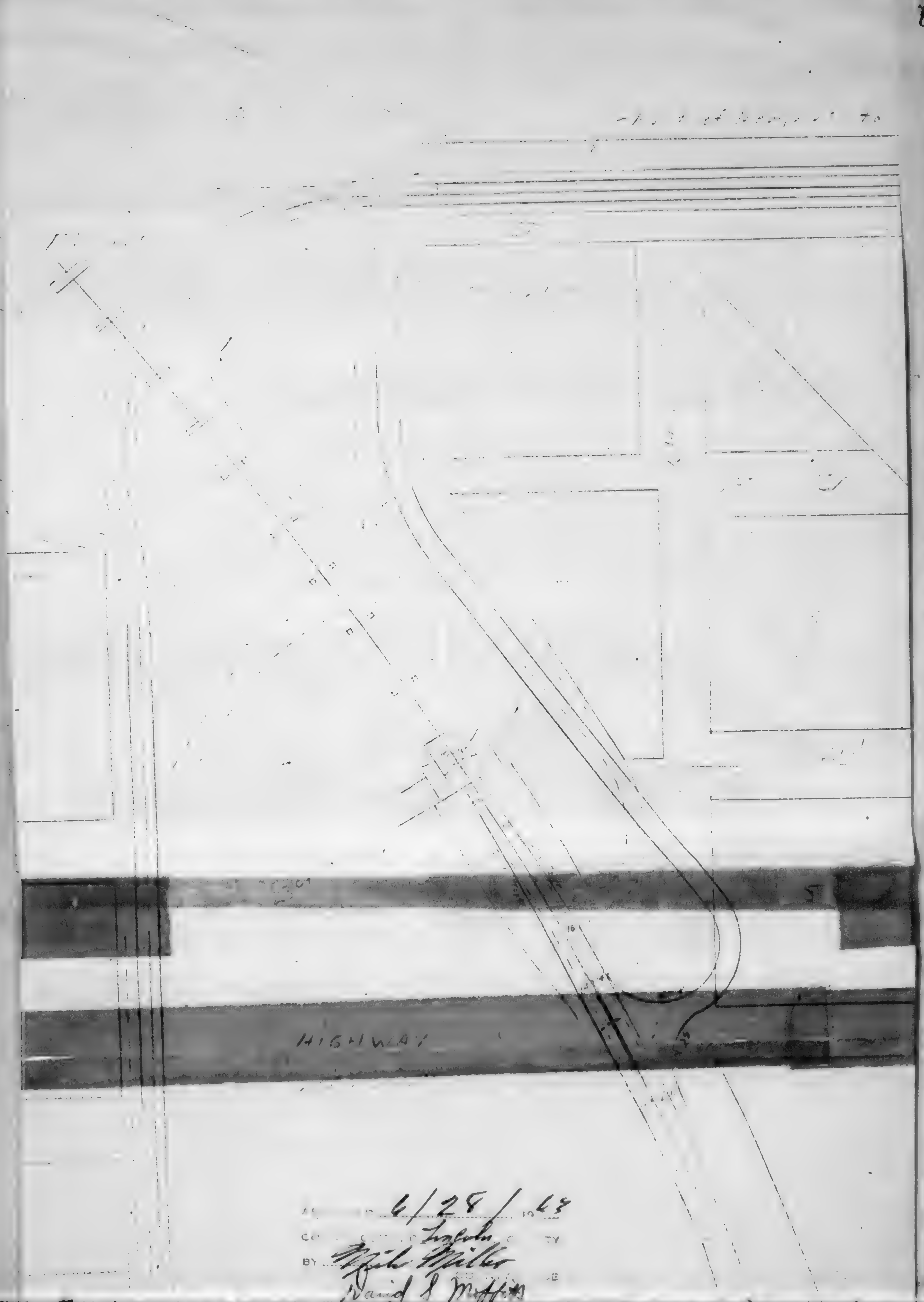
Enclosed is the map showing the tentative proposal for off and on ramps for Oceanography FAS Route, signed by the Lincoln County Court.

Thank you.

Sincerely yours,

Lincoln County Court
By Virginia Myers Sec.

1-Encl.

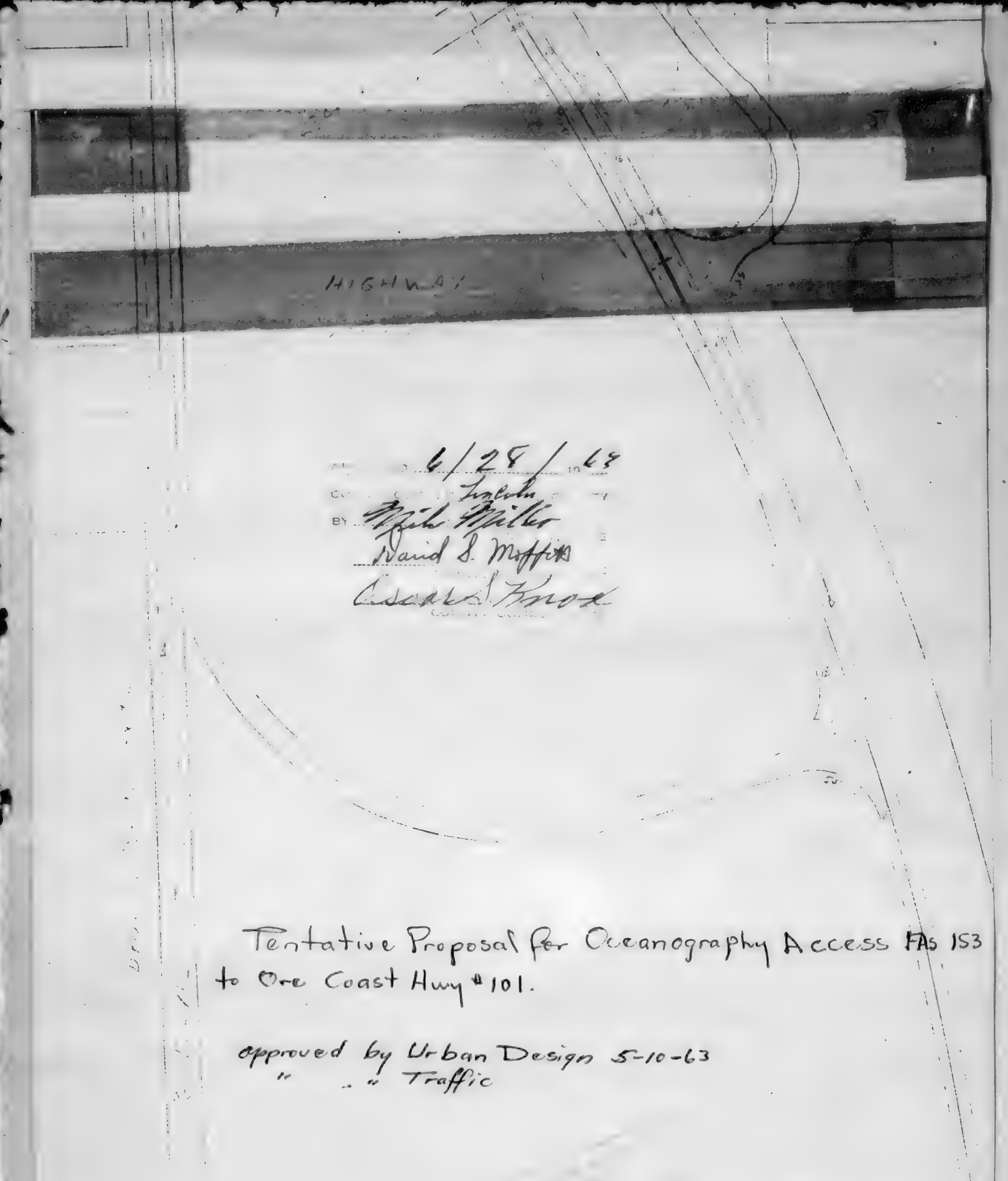


6/28/ 19 68

Lincoln County

BY Mike Miller

David S Moffitt



6/28/ 19 63
Lincoln
BY Mike Miller
David S. Moffitt
Oscar Knox

Tentative Proposal for Oceanography Access FAS 153 to Ore Coast Hwy #101.

approved by Urban Design 5-10-63
" " " Traffic

Office of the County Engineer
I. M. Huddleston

COUNTY OF LINCOLN
Newport, Oregon

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
H. S. COX

June 17, 1963

RECEIVED
JUN 18 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. Si Cox,
City-County Relations Dept.,
Oregon State Highway Dept.,
Salem, Oregon.

Dear Mr. Cox:

Enclosed you will find a signed copy of the Lincoln County FAS Project Data Sheet, sheets (1) through (4).

I have been asked by the County Court to request the Highway Department to apply their policy in regards to the approach roads. We are thinking in terms of the 4 lane section being FAS and the 2 approach roads by the Highway Department.

We will abide by the Highway Department's policies. We do not wish to impede or hold up the project in any way. However, we were wondering exactly how the construction and maintenance of such approach roads have been handled in the past.

Sincerely yours,

I. M. Huddleston

I. M. Huddleston
County Engineer

Directive against use of Secondary funds
on Primary Hwys PPM 20-3 Par 2 Section 5.

IMH:mhr

RECEIVED
JUN 18 1963
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

1. Name of County Lincoln FAS No. ____

2. County Road Name OSU Drive County # 573

3. Section Name Same Length 1.09 mi. (4 land- 2886 (2 lane-2850

4. Type of Project Grading, Surfacing and Paving (Grade- 2886- 4 lane (Grade- 2850 -2 lane (surface 5736 2 lane

5. Survey to be done by: State Final County Preliminary- already done
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes____ No X

Will it be furnished? Yes X No____

7. Wearing Surface: Type AC Width 24' Shoulders 3' paved

8. Grading & Drainage:

By County____ County Date of Completion____ By Contract X

9. Bottom Base Course:

By County____ County Date of Completion____ By Contract X

10. Leveling Course:

By County____ County Date of Completion____ By Contract X

11. Wearing Surface:

By County____ County Date of Completion____ By Contract X

12. Clearing:

By County____ County Date of Completion____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes____ No X

14. Will timber be reserved for owner? Yes____ No X

15. Will timber become property of contractor? Yes X No____

Remarks County request A/c curbs on approach ramps.

MATERIAL SOURCE -

16. Gravel____ Quarry X Cinders____

17. Owner: County____ State X Private____

18. Location: Iron Mtn. Section 20 Township 10S Range 11 W W.M.

CAR 61-8

NOTED
V. B. [illegible]

19. Materials furnished by County: Borrow none Select Topping none

Base Course none Level Course none Mineral Aggregates none

20. Miscellaneous Items: none

Remarks: Other private quarries available for rock and rip rap

FINANCIAL- -

21. Estimated Cost: $____________

22. Available FAS Funds: $ 132,000.00

23. Date Match Money is Available: at present

24. Will there be any 100% County Money? Yes____ No X

25. Maximum Amount of 100% County Money Available: $ none required

26. Date County Requests Letting: August 1963

Remarks____________

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No____

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes X No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

31. Should material source site be included in right-of-way descriptions? Yes____ No X

32. Does project run inside city? Yes____ No x (but comm. of So.Beach has a Post office.
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks Major portion of right of way already acquired or is owned by the State- Small remaining piece should be no problem.

UR 61-8

RAILROADS- - - - - - None. -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: ________

37. Sight distance: ________(Left) ________(Right)

38. Number of trains________________

39. Angle of intersection________________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks____________________

STRUCTURES- - - - - - - - - None -

42. Are there any structures to be replaced or altered? Yes____ No____

43. Will replacement by by: County________ Contract________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks____________________

____

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:____________________

____

____

____

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: One lumber dock already built, one new dock has the contracts let, the first contract for the Oceangraphy Lab . to be let in August 1963.

50. (c) Surveys (Coordination with outside surveys)

Explain: None

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes X No___ (use state standards)

52. Does County wish sight posts installed? Yes X No___ (along water frontage)

53. Does County wish guard rail installed? Yes X No___

54. Does County wish seeding and mulching incorporated into job?

Yes X No___ (on Westerly approach ramp

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Lincoln County

6 / 12 / 63 Date

By Mike Miller
Judge or Commission Chairman

By D. M. Huddleston
County Engineer

____
O.S.H.D. Field Engineer

Date________________________

CCR 4-8

6-10-63 Capital Journal

OSU Marine Lab Drawings Accepted

CORVALLIS (AP) — The building committee of the state Board of Higher Education accepted preliminary plans today for the Oregon State University marine sciences laboratory at Yaquina Bay.

The $959,590 project will include research facilities in oceanography, fisheries, water pollution and zoology.

There also will be a museum-aquarium and an auditorium with 180 seats.

Specifications are to be drawn up by early August and bids will be called immediately thereafter.

The committee also accepted preliminary plans for a new $545,850 dormitory at Oregon College of Education. It would replace facilities formerly in Campbell Hall, which was heavily damaged in last October's windstorm. The new building would cost $750,000. A part of Campbell Hall will be retained for limited use.

[illegible]

MARINE LAB ENTERS FINAL STAGING

Preliminary plans for the $959,590 Oregon State University Marine Science Laboratory at Yaquina bay will go before the State Board of Higher Education June 10 in Corvallis, bringing the facility one step closer to realization.

The unique and handsome Laboratory will provide facilities for oceanographic, fisheries and water resources research by Oregon State university plus community facilities including a museum-aquarium, a 200 seat auditorium and a specialized library.

OSU's oceanographic vessels will be docked at the Laboratory once the structure is completed.

The "Acona," the university's present ocean research vessel, will be replaced in future months by the "Yaquina," a ship five times as large.

The aircraft maintenance and supply ship that will become the "Yaquina" following convention has been brought to Portland from the West Coast army ship depot at Rio Vista, Calif.

Conversion is now awaiting final approval of a request made to the National Science Foundation for funds to equip the ship for ocean studies. Conversion will cost about $600,000.

It is hoped the conversion will be accomplished within a year, according to Dr. Wayne V. Burt, head of the OSU oceanography department. The 20 year old ship cost $1,200,000 to build and is still in excellent condition, Burt noted.

The $300,000 Acona will then go to the University of Alaska and be used for ocean studies there.

The Laboratory will be built on a 49acre tract, situated on the south side of Yaquina Bay, that has been leased to the State Board of Higher Education by the Port of Newport.

The initial development in the master plan will consist of two buildings — the main Marine Science Center and a Dockside Structure.

The 38,210 square foot Marine Science center fronts to the Bay with main entrances shielded from the southwest storms.

The Central section of the building will house the public and community facilities, including the auditorium, the mumuseum-aquarium that will be circular in shape around the auditorium, and other meeting and lounge rooms.

The wing extending to the east will be for oceanography and zoology laboratories and the west wing for fisheries, water pollution and botany laboratories.

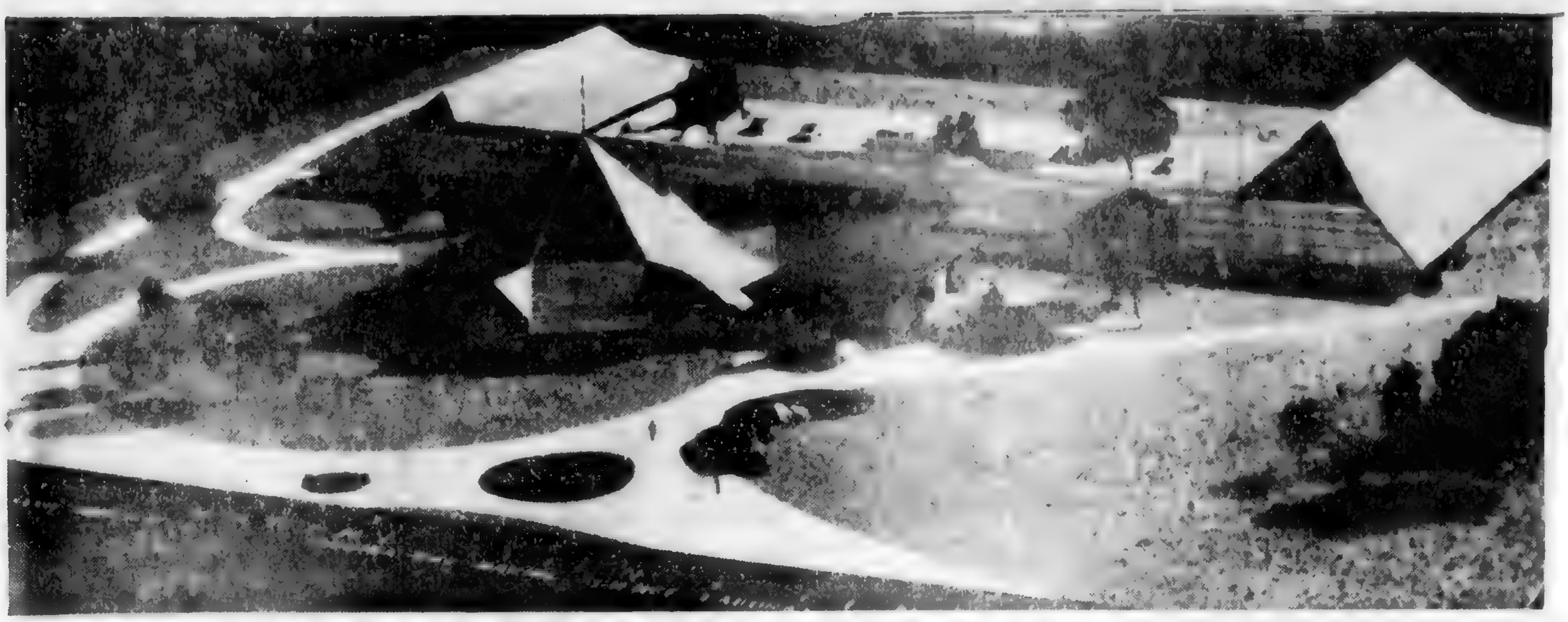
The Laboratory is expected to spark tremendous advances for the Northwest in fisheries, water resources, and oceanography, President James H. Jensen emphasized.

It is anticipated that the facility will become a regional center for marine sciences research and instruction and an educational attraction for school childdren and tourists.

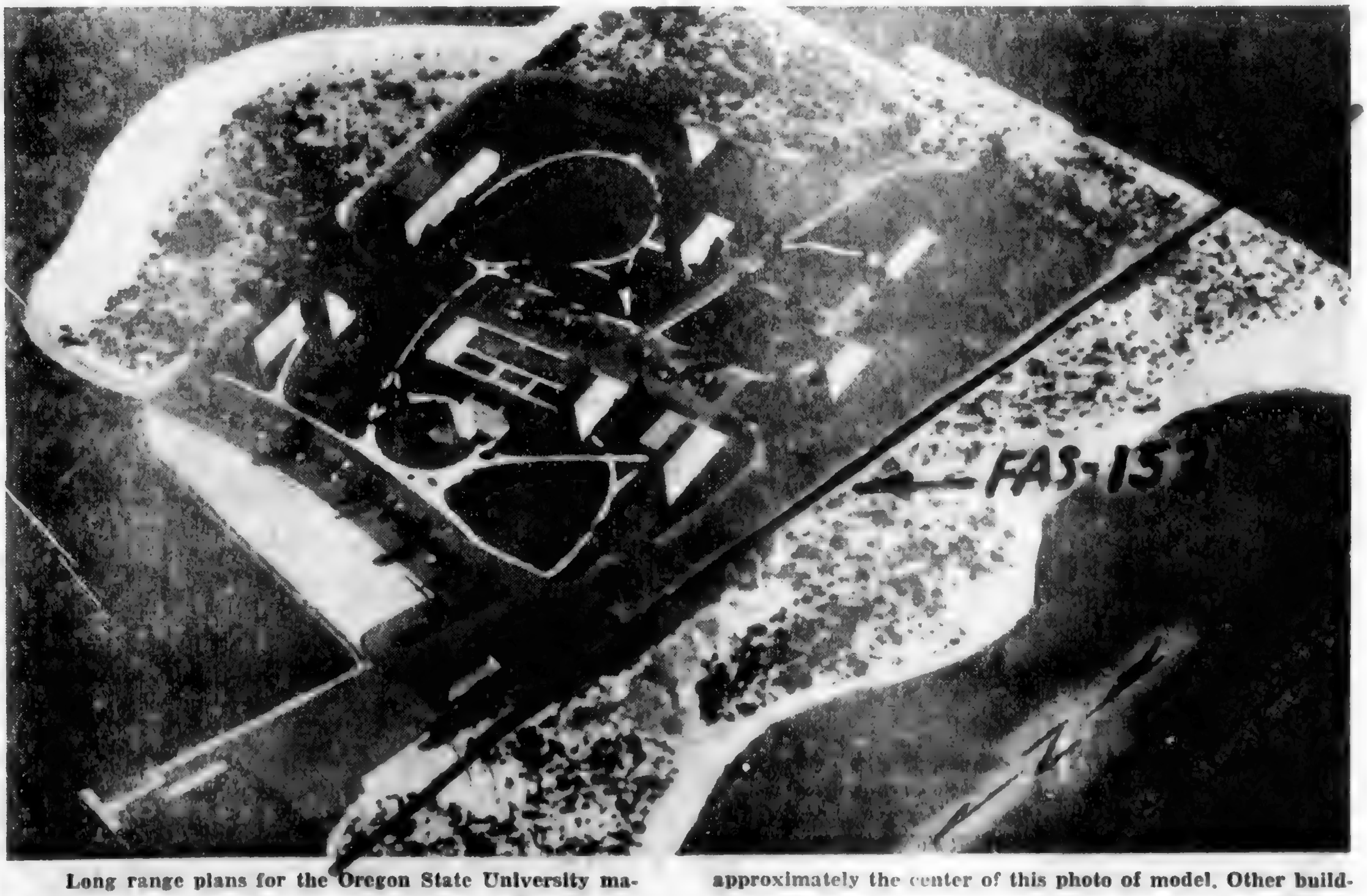
Scores of OSU scientists will be involved in the research and instruction programs to be housed in the Center.

THE NEWPORT NEWS

Newport, Oregon, Thursday,-June 6, 1963



Preliminary plans for this nearly three-quarters of a million dollar building at the O.S.U. marine science laboratory at Newport's Yaquina Bay will be presented to the state board of higher education at its meeting at Oregon State June 10. The building will include a museum-aquarium, an auditorium an dother facilities for public as well as educational and scientific uses, and two research wings — one for oceanography and zoology and the other for fisheries, water polution and botany studies. A dockside structure is also included in the first construction phases of the unique marine csiences center.



Long range plans for the Oregon State University marine science laboratory at Yaquina bay call for extensive development on the 49 acre tract, on the peninsula-shaped land area jutting out into the bay just across the bridge from Newport. Preliminary plans for the site plan will be presented to the state board of higher education June 10. Center of the development will be the marine science laboratory, shown in approximately the center of this photo of model. Other buildings will include oceanography laboratory, fisheries water research laboratory and future federal and state cooperating agency structures. The newly reconstucted "Yaquina", 180 ft., 750 ton ocainographic research vessel of the O.S.U. oceanography department, will be berth at the dock on left. It will replace the 80 foot, 154 ton "Acona".

RECEIVED
MAY 14 1963
FOR FILING

Salem, Oregon
May 10, 1963

Oceanography Accesses
South of Newport
Oregon Coast Highway

Mr. H. S. Cox
County & City Engineer
Building

As requested, we have reviewed the County plan for the design of subject accesses and submit the attached sketch of recommended revisions.

On the southbound off movement we would recommend a standard 20:1 taper and a 55-foot minimum radius. Apparently sight distance is such that left turns to and from this access are to be allowed. Since there is no pavement widening for a median barrier, then there would be no taper needed or desired for the southbound "on" movement from this access.

On the northbound off movement a taper and 55-foot minimum radius is recommended. Since the southbound left turn into this access is the most dangerous feature of all the possible movements encountered in the two accesses, with the possibility of people stopping in the southbound lane waiting to turn across traffic and inadequate distance to provide a "wideout lane" or to otherwise protect them from rear end collisions, it is recommended that a minimum barrier be installed to prevent any possibility of the left turn. I believe that signing alone would not be sufficient.

If this barrier is installed with the necessary lane widening which is required, the access would need to be moved southerly as shown to provide a minimum 20:1 taper.

F.D. Morgan
Construction Engineer

By ADOlson

A.D. Olson
Urban Engineer

ADO:jp
Attach

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1963

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. Adrian Olson

You have been given a copy of Traffic Engineer F. B. Crandall's May 2 report concerning the oceanography access to the Oregon Coast Highway south of Newport. Attached is Traffic Investigator Roger Trygstad's May 1 detailed report concerning this access.

As these letters point out, it would not be desirable to have a raised median island as incorporated in the first plan given the County. The only objection that can be found to the Lincoln County plan is that southbound Oregon Coast Highway traffic will be required to take a fairly long roundabout route to enter the oceanography. Because of the topography the only practical way to eliminate this would be if the leg for that particular movement could be as close to the structure as the leg on the other side of the highway. Their plan also has the undesirable feature that the first leg traffic comes to is on the other side of the highway, which will make signing a little more difficult.

If you find it is not practical to have both approaches opposite each other in the vicinity of the present approach and you are agreeable to the Lincoln County plan, would you please so advise County and City Division Engineer H. S. Cox.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM

CONSTRUCTION DIVISION
RECEIVED
MAY 9 1963

E

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 2, 1963

SUBJECT: Oceanography Access
Oregon Coast Hwy. - South of Newport
US101 - Hwy. No. 9 - M.P. 142.02

To: R. D. Asburry
Division II Engineer
OFFICE

Mr. Cox forwarded to your office a copy of Mr. I. M. Huddleston's letter of April 16. We have investigated this matter and there is attached one copy of a report submitted by Roger Trygstad, Traffic Investigator.

It appears to us that there is very little to choose from between the two plans insofar as traffic operations on the Oregon Coast Highway are concerned. If the plan submitted by the County is used, certain difficulties will be experienced by reason of left turn movements at the northerly access point. On the other hand, if the plan originally designed by the State Highway Department is used, we will be introducing an island into a relatively narrow section of highway with consequent hazards.

It is recommended that the County's plan be adopted.

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment
cc: H. S. Cox

FORM 6-30X—30M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 1, 1963

SUBJECT: Oceanography Access
[illegible] Coast Highway - South of
Yaquina Bay Bridge
[illegible] Hwy. No. 9 - M.P. 142.02

To: Val Johnson
Traffic Control Engineer
OFFICE

Attached is a letter dated April 1[illegible], 1963, from Mr. [illegible] Huddleston, Lincoln County Engineer, with which he attached their plan for the Oceanography Road and asks that we review it and notify them of our ideas on this matter.

The Highway Department submitted a plan for the Oceanography project in February of this year. A copy of this plan is attached. I have talked with Mr. H. S. Cox, County and City Engineer, and he stated that the main objections to the plan that the Highway Department worked up were as follows:

1. Right of way has been obtained for the road to the Oceanography area along Front Street. Since they will not be using either Center [illegible] Street, there will be no reason to move the existing northbound access.

2. They felt topography conditions warrant moving the proposed southbound access to the south.

3. Our plan would require purchasing additional right of way.

The plan that Lincoln County worked up would have an advantage of utilizing the existing road as an access.

The Lincoln County plan might have a disadvantage in the two accesses being so far apart. This may cause left turns by the southbound vehicles using the northbound access. It is felt however, that this can be held to a minimum by proper signing. Possibly an "OCEANOGRAPHY NEXT RIGHT" [illegible] a "NO LEFT TURN" sign for southbound traffic at the northbound access and "OCEANOGRAPHY EXIT 500 FEET" just to the south of the northbound access. [illegible] this access will be used for the most part by tourists, it is felt that these signs will be followed. Mr. Cox stated that it is estimated [illegible] people a year will visit the Oceanography area.

I talked with Jerry Wimer, Ass't. Division Engineer, about the subject location. In the end, the only objection he had to Lincoln County's plan was the round about way for southbound traffic to get to the Oceanography area. He suggested moving this access to the north to a location opposite or nearly opposite the northbound access. This would be plan 2 as shown on the attached file. This location would be in a cut area as shown by the attached grading plan and I feel that there might be sight distance restrictions caused by the horizontal curve, the cut bank and the concrete [illegible]. It is also felt that the difference in the distances [illegible] small.

Mr. [illegible] that this project is still very much in the preliminary stage and [illegible] they are primarily interested in [illegible] in the access location. [illegible] recommend that we [illegible] access [illegible] of the Lincoln County [illegible].

Roger [illegible]

[illegible]

[illegible]

[illegible]

NOTED
H. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Office of the County Engineer
I. M. Huddleston

COUNTY *OF* LINCOLN

Newport, Oregon

April 16, 1963

RECEIVED
APR 17 1963
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department,
City-County Relations Department,
Salem, Oregon.

FAS 153

Gentlemen:

Enclosed you will find a plan of the Oceanography Access Road. This varies considerably from the sketch you sent us in February.

The right of way has been provided by the Port Commission along Front Street. The Second Street plan has been dropped; also the access road for the south bound traffic has been moved west because of topographical conditions.

Your traffic department and others should review this either on the ground or from this map and notify us as soon as possible as to your ideas on this matter.

Sincerely yours,

I. M. Huddleston

I. M. Huddleston
County Engineer

Copies to
Asbury
Traffic
Urban division

IMH:mhr

NOTED
Harold C. Ayers

FORM E-30X—50M—5-62 43903

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 4 1963
LEGAL & RIGHT OF WAY

Salem, Oregon
March 1, 1963

SUBJECT:

NOTED
H. S. COX

To:

Mr. Forrest Cooper
State Highway Engineer
Office

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
V. R. JONES

Reference is made to the request of Mr. Bob Cooper of Newport to obtain a parcel of state-owned property near the southerly end of the [illegible] Bay Bridge.

[illegible] it [illegible]mined that this parcel was [illegible] 67' [illegible] 0.23 of an acre. It has little or no value as a considerable portion is under water during periods of high tides.

The Lincoln County Court was contacted and Judge Miller [illegible] they wish to have the first opportunity to acquire this property and retain it in public ownership as they are obtaining property along the [illegible] frontage. The property was originally obtained from Lincoln County without cost to the State.

It is recommended that when a request from the County is received this parcel be returned to them without charge but including a reversionary clause that it be retained in public ownership.

Mr. Bob Cooper is familiar with our plans and states that he can deal with the County for use of this area by means of a lease.

ORIGINAL SIGNED
P. M. STEPHENSON

P. M. Stephenson
Assistant State Highway Engineer

PMS:hlb

cc R. L. Porter
Harold Schick
H. S. Cox ✓
Walter T. Wright

RECEIVED
MAR 4 1963
ENGINEER
COUNTY & CITY DIVISION

Copy to Stephenson & Wright
3-19-63

File Fao 153

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED

NOTED
H. S. COX

NOTED
DON HARWELL

MEMO TO FILES, January 24, 1963

RE: Oceanography Facilities, Oregon State University
Access to - from Oregon Coast Highway
Lincoln County - Port of Newport

On Wednesday, January 23, a no-host luncheon was held at Moby Dick's Restaurant in the City of Newport.

The meeting was called together for interested parties by the Lincoln County Court to discuss access and right-of-way problems which might be encountered in connection with the Oregon State University Oceanography site on the Port of Newport property at South Beach.

Matters discussed at this meeting pertained mainly to the relocation of the existing county road, future development of other properties in this area, boat ramp facilities by Oregon State Game Commission, and facility for access to and from the existing Oregon Coast Highway, US Route No. 101. Discussed for access to the highway was the possibility of a left-turn refuge for southbound traffic or a newly constructed approach to be built at the southerly end of the Yaquina Bay Bridge to handle southbound traffic entering this area and to possibly utilize the existing ramp, with some revision for northbound traffic. The only map now available showing the proposed site is attached to Mr. Asburry's copy of this memo as any further development will be under Division II's jurisdiction.

Those in attendance at this meeting and their interest are as follows:

Lincoln County Court
Mike Miller, Judge
Dave Moffitt, Commissioner
Sid Knox, Commissioner
Mike Huddleston, Engineer

Oregon State University
Paul Peters,
Supt. of Operation & Maintenance
S. Miles Metzger, Supt. of Planning & Constr. of Physical Plant Dept.

Industry
Ernie Taylor, 1st Pacific Lumber Co.
William "Bill" Halen, Attorney

Oregon State Highway Department
Don Harwell, County-City Relations

Oregon State Game Commission
A. V. (Avey) Meyers
Jim Griggs
Walt Rossau

Port of Newport
T. Abendrath Manager
Tom Lasbaugh
Bruce Ambiler
Lyle Haselbrink

KNPT Radio
Tom Becker

Asburry gave map to
Barbee 1-25-63

Don Harwell

Don Harwell
Mapping & Records Engineer
County & City Relations Division

DNH:mm
cc: Lloyd P. Shaw, F. D. Morgan,
& R. D. Asburry

Office of the County Court

Judge Mike Miller   Commissioners David S. Moffit - Oscar S. Knox

COUNTY OF LINCOLN

Newport, Oregon

NOTED
H. S. COX

NOTED
DON HARWELL

January 15th, 1963

RECEIVED
JAN 16 1963
ENGINEER
COUNTY & CITY RELATIONS

NOTED
R. H. PRANGE

Mr. H. Si Cox
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Lincoln County Court is calling a meeting of interested groups for Wednesday, January 23rd, 1963 to discuss access and right-of-way problems in connection with the Oceanography site at South Beach.

A no-host luncheon is scheduled for 12:00 o'clock noon, at Moby Dick's Restaurant after which the Court felt an inspection on the ground, of the site and access possibilities might be made.

We would appreciate your group being represented at this meeting to discuss the problems that confront us all at this time.

Very truly yours,

LINCOLN COUNTY COURT

By Virginia Myers Sec.

INDUSTRY
Ernie Taylor
Bill Halen, attorney

KNPT
Tom Becker

PORT OF NEWPORT
T. Abendroth, manager
Tom Laslaugh
Bruce Amliter
Lyle Haselbrink

OREG. ST. HWY DEPT.
Don Harwell

OREG. ST. GAME COMM.
A.V. (Avery) Meyers
Jim Griggs
Walt. Roosau

OREG. STATE UNIVERSITY
Miles Metzger, architect
Paul Peters, oceanography

LINCOLN COUNTY COURT
Mike Miller, Judge
Dave Moffitt, Comm.
Sid Knox, Comm.
Mike Haddleston, Engnr.

copy of letter to Ray Asburry

Si requested I attend
this date – 1/23/62
Don Harwell – See attached memo

NOTED
[illegible]

Office of the County Engineer
I. M. Huddleston

COUNTY OF LINCOLN

Newport, Oregon

NOTED
DON HARWELL

January 11, 1963

Mr. Si Cox,
City-County Relations Dept.,
Oregon State Highway Dept.,
Salem, Oregon.

NOTED
H. S. COX

NOTED
V. P. [illegible]

NOTED
JOHN D. GRAHAM

Dear Si:

I am writing to you concerning the next F. A. S. project for Lincoln County.

According to our last report from you, we have approximately $79,402 unspent allotment of Federal Funds which gives us an unprogrammed balance of $132,000. I am assuming that the Federal allotments which are listed through 1965 are available now.

The State has indicated they are going to spend a million dollars on Highway 20 between Eddyville and Burnt Woods. If we were sure they would do this and pave it in 1963, we would choose a project on our Burnt Woods-Harlan Road F.A.S. # 151. If they are not going to do this for a couple of years, we would choose a re-surfacing project on the Yaquina Bay Road F.A.S. # 585.

RECEIVED
JAN 11 1963
ENGINEER
COUNTY & CITY RELATIONS

Sincerely yours,

I. M. Huddleston

I. M. Huddleston
County Engineer

Contract to be let in
Fall of 1963.

(over)

[illegible] 1-[illegible]-63

[illegible] 3-[illegible]-63

[illegible] 1-1[illegible]-63

[illegible] 1-14-63

[illegible] 1-31-63

Don [illegible] & Cox [illegible] Co. [illegible] & Co. Engr. – 1-29-63. Told them that a State Contract near Burnt Woods would probably be let sometime in 1963. Suggested that Road to Oceanography be placed on FAS System & built instead of FAS 151.

S.

F-186(22) Cornelius Pass Rd.-Cornell Rd. 1964
Sec., Sunset Hwy. (Grad., Stone
#6444 base, Pav., Conc. Br. & Sign.)#1

CMA 2837
CMA 2581

RECEIVED
JUN 12 1969
FOR FILE

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
R. L. PORTER

June 10, 1969

Cornelius Rd Connection
F 186([illegible])

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Proj. Nos. SU-433(3)
F-186(22)
F-186(20)
Cornell Rd.-Barnes
Rd. Section
Sunset Highway
Washington County

Dear Mr. Simpson:

Under the terms of an agreement dated May 22, 1961 and a supplemental agreement dated June 2, 1966, between the State Highway Department and Washington County, the State is to relinquish title to certain frontage roads and connections to the county road system which were necessary to buy and construct because of our project.

All of the other terms of the agreement have been complied with and we now request your concurrence in the terms of the relinquishment of title as shown in the present documents. Copies of the required documents and plans are enclosed.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

Encl.

JRO:DH
cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 22 1965
FOR FILING

F-186 ([illegible])

6444

December 21, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $125 will be made to Roy L. Houck Sons' Corporation on Contract No. 6444 for grading, paving, structure, and signing on the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,240,436.30 including the post-final payment. Of the total $5,484.25 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
OCT 6 - 1965
FOR FILING

F-184(32)

6444

October 4, 1965

Oregon State Highway Commission

Gentlemen:

Our letter dated September 29 concerning Contract No. 6444 was in error. The work completion date of July 17 should be corrected to July 14, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

srb bg

RECEIVED
SEP 29 1965
FOR FILM

F-186 (22)

6444

September 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July ~~17~~ 14, 1965, on Contract No. 6444. The contract was with Roy L. Houck Son's Corporation and was for grading, paving, structures and signing on the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective September 29, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

RECEIVED
AUG 27 1965
FOR FILING

E-186(22)
6444

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 24, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-186(22)
Cornelius Pass - Cornell Road Section
Sunset Highway

Reference is made to your letter of August 9, 1965 summarizing compaction results on asphaltic concrete pavement, subject project.

From the information provided, it is considered that substantial conformance with compaction requirements has been met.

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.
8-26-65

RECEIVED
AUG 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION CORNELIUS PASS - CORNELL ROAD	WEEK ENDING August 14, 1965
		SECTION PREFIX 34 - 1028
	HIGHWAY Sunset	COUNTY Washington
NAME OF JOB CORNELIUS PASS - CORNELL RD.	KIND OF WORK Grading, Paving, Structures & Signing	
CONTRACTOR Roy L. Houck Sons' Corp.	CONTRACT NUMBER 6444	FEDERAL AID PROJECT NUMBER F - 186 (22)
DATE OF CONTRACT June 5, 1964	DATE WORK STARTED June 16, 1964	ESTIMATED COMPLETION DATE July 14, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 468	WORK DAYS USED CALENDAR DAYS USED 405
PROJECT AUTHORIZATION $1,380,026.58	SPECIFIED COMPLETION DATE Sept. 15, 1965	PERCENT OF TIME ELAPSED 87
EXCLUSIVE OF ENGINEERING $1,281,891.36	ENGINEERING AUTHORIZATION $98,135.22	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $1,267,780.05	ENGINEERING COST TO DATE $79,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT UNDERRUN 1 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED July 14, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Signing	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.36	3.79			3.79
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.36	3.79			3.79
TOTAL ESTIMATED QUANTITIES (CONTRACT)	432,000	179,000			17,600
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	400,000	187,500			18,600
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2333-A	RCBC						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

August 8 SUNDAY	
8/9 MONDAY	
8/10 TUESDAY	
8/11 WEDNESDAY	
8/12 THURSDAY	
8/13 FRIDAY	
8/14 SATURDAY	

REMARKS

The office is working on the assembly of the semi-final estimate.
The Semi-final estimate will be submitted to the Division Office By Tuesday Morn.

cc: BPR
Bridge Dept.
Division
Files

SIGNED James W. Cochell LOCATION Beaverton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
AUG 13 1965
FOR FILING

6444

August 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the seeding and mulching work on the Cornelius Pass Rd.-Cornell Rd. Section of the Sunset Highway, Contract No. 6444, Project No. F-186(22) in Washington County, was completed July 16, 1965.

This work was authorized by Order for State Work No. 4 dated October 15, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:cd

cc: R. N. Chase
J. Phillips

RECEIVED
AUG 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6444

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Cornelius Pass Road-Cornell Road Section
Sunset Highway
Contract No. 6444
Compaction Results, Asphaltic Concrete Pavement

Dear Sir:

Listed below is a summary of the compaction test results for the asphaltic concrete pavement on the above-named project:

Total Tests Taken	52		
Recore Tests	1		
Total No. Final Tests	51	Average % Compaction	94.6
Bottom Course	29	Average % Compaction	95.2
Top Course	22	Average % Compaction	93.9
No. Tests below 92%	7	Per cent below 92%	13.5
Bottom Course below 92%	2	Per cent below 92%	3.9
Top Course below 92%	5	Per cent below 92%	9.6

NOTED
F.B. KLABOE

SUMMARY FAILING TESTS

Station	Lane	Top Course	Bottom Course	
"D" 2834+50			91.8	
2856+50	EB Rt.		91.7	
2856+25	EB Lt.	91.5		
"FR" 2966+25	Lt.	90.1		91.5-92.0% - 3
2985+50	EB Rt.	91.4		91.0-91.5% - 1
2985+50	EB Lt.	90.2		90.0-90.9% - 3
"FR" 2993+50	Rt.	90.6		

NOTED

Test results indicate the average per cent compaction obtained for the entire project and for each of the various courses was substantially above the specified 92%.

Although seven of the tests were below the 92% specified, they are within the limits which could be expected in 99% of the cases tested. All but the three lowest values obtained are within two standard deviations, or within the limits which could be expected in 95% of the cases tested.

Your acceptance of the results as showing substantial conformance with the compaction requirements is, therefore, requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By MDGlenn

M. D. Glenn
Field Testing Engineer

MDG:bjm

cc: F. B. Klaboe
L. H. Young

RECEIVE
AUG 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1965

FOR FILING

F186 [illegible]

6444

July 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised project agreement as a basis for modification of project agreement. This estimate is for the Cornelius Pass Road-Cornell Road Section, Project No. F-186(22), to eliminate the work retained in P.S.& E. status.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

Encl.

Oregon State Highway Department

Federal Aid
Project No. F-186(22)

CORNELIUS PASS ROAD-CORNELL ROAD SECTION OF

SUNSET HIGHWAY IN WASHINGTON COUNTY

(Revised estimate as a basis for modification of agreement to remove work retained in P.S.& E. status. Based on low bid prices.)

Salem, Oregon, July 23, 1965

Type Code 6201
Roadway (Sta. 2817/31.05 to Sta. 3000/00)(Contract No. 6444)

Clearing and Grubbing	All	Required		$ 26,500.00
Drainage Excavation, Unclassified	2,900	cu.yds.	$3.10	8,990.00
Special Sewer Excavation, Unclassified	11,900	cu.yds.	4.50	53,550.00
General Excavation, Unclassified	432,000	cu.yds.	0.40	172,800.00
Extra for Topsoil Material	10,500	cu.yds.	1.80	18,900.00
Short Overhaul	1,700,000	yd.sta.	0.01	17,000.00
Long Overhaul	163,000	C-yd.sta.	0.40	65,200.00
Finishing Roadbed and Slopes	All	Required		6,000.00
Rounding Cutbanks	4,400	lin.ft.	0.20	880.00
12-inch Culvert Pipe	220	lin.ft.	3.00	660.00
18-inch Culvert Pipe	2,000	lin.ft.	4.25	8,500.00
24-inch Culvert Pipe	830	lin.ft.	7.10	5,893.00
30-inch Culvert Pipe	200	lin.ft.	9.00	1,800.00
Extra for Pipe Under Pavement	310	lin.ft.	7.00	2,170.00
12-inch Culvert End Sections	1	only	30.00	30.00
18-inch Culvert End Sections	34	only	40.00	1,360.00
24-inch Culvert End Sections	11	only	60.00	660.00
30-inch Culvert End Sections	5	only	75.00	375.00
6-inch Sewer Pipe	18	lin.ft.	3.00	54.00
12-inch Sewer Pipe	230	lin.ft.	3.95	908.50
15-inch Sewer Pipe	270	lin.ft.	5.25	1,417.50
18-inch Sewer Pipe	140	lin.ft.	6.00	840.00
21-inch Sewer Pipe	540	lin.ft.	7.00	3,780.00
27-inch Reinforced Sewer Pipe	80	lin.ft.	13.00	1,040.00
36-inch Reinforced Sewer Pipe	460	lin.ft.	18.00	8,280.00
42-inch Reinforced Sewer Pipe	3,440	lin.ft.	28.00	96,320.00
6-inch Perforated Drain Pipe	880	lin.ft.	2.00	1,760.00
6-inch Metal Drain Pipe	170	lin.ft.	2.50	425.00
12-inch Metal Drain Pipe	90	lin.ft.	4.00	360.00
Special Backfill in Drains	210	cu.yds.	7.00	1,470.00
Salvage and Reinstall Culvert Pipe	90	lin.ft.	7.00	630.00
Concrete Inlets, Type D	9	only	150.00	1,350.00
Concrete Inlets, Type G	5	only	125.00	625.00
Concrete Inlets, Type G-1	1	only	110.00	110.00
Special Curb Inlets	2	only	350.00	700.00
Special Inlets, 4 Grates	1	only	750.00	750.00
Special Inlets, 6 Grates	1	only	1,000.00	1,000.00
Concrete Manholes	[illegible]	only	500.00	3,500.00
Special Manhole, Station 29/48	1	only	2,500.00	2,500.00
Special Manhole, Station 2841/10	1	only	3,500.00	3,500.00

Adjustment of Manholes	1 only	$200.00	$ 200.00
Adjustment of Inlets	1 only	200.00	200.00
Concrete Curbs	40 cu.yds.	45.00	1,800.00
Class "A" Concrete in Box Culverts	180 cu.yds.	75.00	13,500.00
Metal Reinforcement in Box Culverts	27,000 lbs.	0.12	3,240.00
Metal Guard Rail	900 lin.ft.	2.90	2,610.00
Rail End Pieces	18 only	4.50	81.00
Guide Posts, W-1	110 only	6.50	715.00
Guide Posts, Y-1	34 only	6.75	229.50
Guide Posts, Y-2	130 only	7.00	910.00
Guide Posts, Y-3	2 only	9.00	18.00
Coarse Crushed Material in Base	161,600 tons	2.75	444,400.00
3/4" - 0 Material in Base	17,400 tons	3.00	52,200.00
Sprinkling	3,090 M-gal.	3.00	9,270.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	640 cu.yds.	5.00	3,200.00
RC-250 Asphalt	100 tons	50.00	5,000.00
Class "B" Asphaltic Concrete	17,600 tons	6.00	105,600.00
Asphaltic Concrete Traffic Markers, Type L	820 lin.ft.	1.00	820.00
Removal of Existing Sign Installations	All Required		210.00
Wood Sign Posts	All Required		2,550.00
Type "P" Signs in Place	1,117 sq.ft.	4.25	4,747.25
Type "C" & "D" Signs in Place	705 sq.ft.	3.25	2,291.25
Type "E" Signs in Place	63 sq.ft.	3.35	211.05
			$1,177,591.05
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		10,000.00
			$ 12,000.00
	Subtotal		$1,189,591.05
	10% Engr. & Cont.		118,958.95
	Total		$1,308,550.00

Type Code X081
Rock Creek Bridge (Br. #2333-A)(Sta. 2884+77 to Sta. 2885+77)

Furnish Treated Timber Piling	1,820 lin.ft.	$ 1.60	$ 2,912.00
Drive Timber Piling	26 only	52.50	1,365.00
Furnish 16" Prestressed Concrete Piling	630 lin.ft.	6.20	3,906.00
Drive Concrete Piles	9 only	220.00	1,980.00
Class "A" Concrete (156 cu.yds.)	All Required		12,700.00
50' to 55' Type II Prestressed Beams	10 only	850.00	8,500.00
Metal Reinforcement (31,000 lb.)	All Required		4,000.00
8-inch Metal Drain Pipe	45 lin.ft.	5.25	236.25
			$ 35,599.25
	Subtotal		$ 35,599.25
	10% Engr. & Cont.		3,559.75
	Total		$ 39,159.00

Length of Roadway --------------------------- 3.441 miles
Length of 1 Structure ------------------------ 0.019 mile
Length of 3 Structures -------------------- 0.000 mi. (Exceptions)
Total Length -------------------------------- $380,281.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,308,550.00	$824,000.00	$484,550.00
Structure	39,159.00	24,000.00	15,159.00
	$1,347,709.00	$848,000.00	$499,709.00

State Funds for Const.: Chap. 1[illegible]5; laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
AUG 19 1965
FOR FILING

6444

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 22, 1965

RECEIVED
AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 14, 1965, on Contract No. 6444, Cornelius Pass Road-Cornell Road Section, in Washington County, in connection with Federal-Aid Project No. F-186(22).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement   Date: 8-9-65

Conditions noted on above date:

None

WRG/

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

REFERRED TO
Young
By Asst. State Hwy. Engr.
8-18-65

NOTED

RECEIVED
MAY 21 1965

MISC CONTRACTS
AGREEMENTS No. [illegible]

FOR FILING
[illegible]

6444

Salem, Oregon
April 27, 1965

Agenda Item 4-1

Locked Gate Access to BPA Easement
Cornelius Pass Rd.-Cornell Rd. Sec.
Sunset Highway-Washington County
Project No. F-186(22) Contract #6444

Mr. F.D. Morgan
Construction Engineer
Building

Attention: Mr. T.W. Litchfield
Utilities Liaison Engineer

Attached is a partially signed copy of a Crossing Agreement with Bonneville Power Administration providing for a locked gate access to Bonneville's easement on the Cornelius Pass Road-Cornell Road Section of Sunset Highway in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the U.S. Department of Interior, Bonneville Power Administration, Portland, Oregon.

Secretary

rn
Attach: 1

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1965
ING

[illegible]

6444

March 22, 1965

Oregon State Highway Commission

Gentlemen:

A supplemental agreement between the State Highway Commission and Bonneville Power Administration, which provides for a locked gate access to Bonneville's easement, necessitated by the reconstruction of the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County (Contract No. 6444), will be presented for your consideration at the April 20 Commission meeting.

The estimated cost to the State is $150 and is in consideration of relinquishment of all other government rights of access.

Your approval of the agreement is recommended and your authority is requested for the Secretary to sign this agreement for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Kloyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

PGP:LPS:bjm:ajw bjs

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1965

SUBJECT: Locked Gate Access to BPA Easement
Cornelius Pass Rd.-Cornell Rd. Section
Sunset Highway - Washington County
Project No. F-186(22) - Contract No. 6444

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Herewith you will find triplicate counterparts of the proposed first supplement to Highway Crossing Agreement dated September 4, 1946, which establishes a locked gate access to Bonneville Power Administration's easement at Station L^{E} 2812+75 on this project.

In the reconstruction of this section the private access used by Bonneville was acquired. The above-mentioned locked gate replaces that access.

The estimated cost to the State for this work is $150.

This supplemental agreement has been reviewed and approved by our Construction and Legal Divisions and by Bonneville Power Administration.

Please place this on the agenda for action by the Highway Commission at their meeting of April 20, 1965.

A suggested rough draft to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By T W Litchfield
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachments

cc: Jack Hesla

RECEIVED
MAR 17 1965
OFFICE
STATE HIGHWAY ENGINEER

LLOYD P. SHAW

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND ~~8,~~ OREGON 97208

March 1, 1965

In reply refer to:
Crossing Agreement
Permit No. 2273
Contract Nos. Ibp-4864 &
Ibp-13067, Supplement No. 1
Tract Nos. SJ-FG-17A &
K-FG-2A

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Litchfield:

Thank you for sending us the above-referenced crossing agreement.

Enclosed is the agreement in triplicate signed on behalf of this Administration. Upon execution by the officers of the State, please return a fully executed copy to this office.

Sincerely yours,

John V. Mulcahy
Chief, Branch of Land

Enclosure

[illegible]

CONSTRUCTION [illegible]
MAR 2 1965
[illegible]

RECEIVED
APR 27 1965
FOR FI
6444

April 27, 1965

MISC. CONTRACTS and
AGREEMENTS No. 2837

United States Department of Interior
Bonneville Power Administration
Portland, Oregon 97208

Gentlemen:

We are enclosing for the records and files of the Bonneville Power Administration a fully executed copy of a Crossing Agreement between the State Highway Commission and Bonneville Power Administration providing for a locked gate access to Bonneville's easement on the Cornelius Pass Road-Cornell Road Section of Sunset Highway in Washington County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 15, 1965

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Attention: Mr. E. E. Grant

RE: Locked Gate Access to B.P.A. Easement
Cornelius Pass Rd.-Cornell Rd. Section
Sunset Highway - Washington County
Project No. F-186(22) - Contract No. 6444
Your File: Crossing Agreement Permit No. 2273
Contract Nos. Ibp-4864 & Ibp-13067,
Supplement No. 1
Tract Nos. SJ-FG-17A & K-FG-2A

Gentlemen:

In reply to your letter of April 13, 1965, we expect the Highway Commission to act on this agreement at their April 20, 1965 meeting. In which case, we should be able to send you the executed agreement within the next two or three weeks.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc F. B. Klaboe

APR 1 6 1965
OFFICE OF
STATE [illegible] ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND[redacted], OREGON 97208

April 13, 1965

In reply refer to:
Crossing Agreement
Permit No. 2273
Contract Nos. Ibp-4864 &
Ibp-13067, Supplement No. 1
Tract Nos. SJ-FG-17A &
K-FG-2A

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Litchfield:

On March 1, 1965, we forwarded to your office the above-referenced agreement in triplicate signed on behalf of this Administration and requested you to return a fully executed copy to this office.

To date we have not received the executed agreement. Will you please check on this matter and advise us when you will be able to send the agreement.

Sincerely yours,

E. E. Grant
Principal Title Officer
Branch of Land

CONSTRUCTION DIVISION
RECEIVED
APR 1[illegible] 1965
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ CUE

RECEIVED
NOV 10 1964

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: November 2, 1964

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-186(22)
Cornelius Pass-Cornell Road Section
Sunset Highway
State Force Order No. 4, Seeding and Mulching

Reference is made to your letter dated October 22, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attach.

NOTED
LLOYD P. SHAW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original To Young
11-10-64

Form A-105—5M

STATE COPY

APPROVED
Contingent upon modification of project [illegible] additional funds [illegible]
Date NOV 2 1964
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Cornelius Pass Road-Cornell Road Date October 15, 1964

Highway Sunset Contract No. 6444 F. A. Project No. F-186(22)

County Washington Prefix 34-1028 Account No. 224 - 238

Description of Work To Be Done: Grass seeding, fertilizing and mulching to be done by State Erosion Control crews on cut and fill slopes throughout the project as protection against erosion and for roadside improvement.

MATERIALS TO BE USED PER ACRE
25 lbs. mixed grass seed
400 lbs. 10-16-8 fertilizer
2 tons grass straw

Location by Station Numbers:

Between Stations 2798+00 and 3035+00

Estimate of Quantities and Costs:

45 A.	Seed and Fertilize	@ $ 50.00/A	= $ 2,250.00
45 A.	Mulching	@ $175.00/A	= 7,875.00
500 yds.	Jute	@ $ 0.45/yd.	" 225.00
		Total	$10,350.00

Explanation: State is equipped to perform this work with specialized equipment with substantial savings of public funds. Funds needed have been authorized. The work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $1,380,026.58
Present estimate of project cost, including $10,350.00 for work under this order $1,380,026.58
Expected under-run over-run (amount) . . . . . . $ None
Expected under-run over-run (per cent) . . . . . None

Space to right of this line is for use of Salem Office

Submitted by: /s/ James W. Cochell
James W. Cochell
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

NOV 10 1964

Form CD-121 (11-63) (Pres. by A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: October 30, 1964

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-186(22)
Cornelius Pass-Cornell Rd. Section

Transmitted herewith is an inspection-in-depth report on Oregon project F-186(22) covering the embankment compaction phase.

Our findings show that this work is being performed in an excellent manner, with the only suggestion being that somewhat more care be exercised in assuring that the scales are in a level attitude during weighing of the sample. As mentioned in the report, this was discussed in the field, but subsequent visits by our personnel do not reveal any corrective action, either by way of equipment or practice.

Encl.

NOTED
LLOYD P. SHAW

Original To
Morgan
[illegible] 11-10-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33D
(5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	PROJECT NUMBER F-186(22)
DATE OF INSPECTION 9-24-64	PHASE(S) INSPECTED Embankment Compaction	

INSPECTION MADE BY
Willis Grafe, Area Engineer

IN COMPANY WITH
Dan Gano, Division Geologist, OSHD.

REPORT PREPARED BY
Willis Grafe, Area Engineer.

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER *(Specify)* Minor structures

CONTRACTOR *(Name and address)*
Roy L. Houck Sons' Corp.
Salem, Oregon

CONTRACT AMOUNT
$ 1,281,891.36

PROJECT STATUS *(Percent complete)*
22

LOCATION The project begins .7 mile westerly of the Cornelius Pass Road and extends 3.4 miles easterly to a point 1/4 mile easterly of Cornell Road on Sunset Highway. Beginning station is 2776+60, and ending station 3029+17.11.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION *(Including needed followup action)*; (3) DETAILED REPORT OF INSPECTION.

CORNELIUS PASS - CORNELL ROAD SECTION
SUNSET HIGHWAY
Grading, Paving, and Structures

Preliminary review of plans	1 hour
Travel	3 hours
Field inspection	5 hours
Write-up	4 hours

(1) Status of work:

Clearing and grubbing	75% complete
Grading	92%
Drainage	85%
Base course surfacing	61%
Reinforced concrete 8x8 box culvert	Complete
Bear Creek Bridge Structure:	Piling driven.

No other significant work completed.

(2) Work in progress at the time of the inspection:

Two scrapers, one tractor, and a blade grader placing material on the C-line, Cornell Road Interchange.

Three scrapers removing haul road and placing in fill on W-D line, Cornell Road Interchange.

Rubber tired compactor placing and compacting these fills.

(more)

[illegible] (1-1/2 CY) excavating, Sta [illegible], with two trucks hauling to stockpile in the vicinity of [illegible] Street. This material contained excessive moisture and will be utilized after drying.

[illegible] grader maintaining haul road.

Four men cutting off concrete piling at [illegible] Creek Structure.

[illegible] tractor w/dozer backfilling material, Cornelius Pass Road, where compaction has been performed and granular backfill being placed.

Two [illegible] tractor-scraper units [illegible], Sta [illegible], and placing [illegible] material at the [illegible] for the [illegible]-inch drain tile from Cornelius Pass Road [illegible].

Five end dump trucks and [illegible] hauling [illegible] placing [illegible] material [illegible].

Vibratory roller compacting [illegible] material at Sta [illegible].

(2) Summary of Findings:

a. [illegible]

b. [illegible]

c. Observed procedure of [illegible] compaction testing by project personnel reveals [illegible] conformity to the instructions as given to the [illegible] Department personnel.

d. Personnel performing compaction tests are qualified and competent.

e. Equipment provided for field laboratory control and field compaction test is satisfactory and in good condition. [illegible] personnel are [illegible] utilization of material of high moisture content by blending with dry material [illegible] material of satisfactory moisture content for placement in the fills.

E. Project records of compaction tests are being kept satisfactorily in conformity to the requirements of the State Highway Department.

(4) Recommendations:

No significant recommendations are appropriate, since procedures are satisfactory, as described above. Some provision should probably be required, however, to insure that the scales being used by project personnel to weigh the materials during the course of the compaction tests are leveled up in both dimensions with care. The equipment observed during the time of the inspection was leveled in one direction by use of a level alongside the scale, but it could not be leveled in both directions because of the [illegible] support [illegible] and no provision is being made to [illegible] that. [illegible] level and an adjustable base [illegible] by the field personnel to insure that the [illegible] satisfactorily. This was discussed with project personnel, but it is not known if any material of that type [illegible] here.

(5) Report of Inspection:

Inspection [illegible] of project records on file in the project office, observation and review of the field procedures being utilized by [illegible] in the running of the compaction tests, and recording [illegible]. [illegible] of the tests as they are run in the field and [illegible] they are posted to project records and [illegible] at the [illegible] office as required by the State Manual. It [illegible] tests [illegible] frequency rates of approximately [illegible] as outlined above. This is well within the [illegible] set forth in the [illegible] procedures of the State Highway Department.

[illegible] sampling by [illegible] personnel has [illegible] been completed and these results are available and recorded in the project office. These also were acceptable and [illegible] in correlation to those taken by project personnel. Inspection in the field involved the observation of the taking of the actual tests by the field personnel and the completion of computations as well.

Volume testing is done by Washington Densometer and determination of moisture made by use of the Speedy Moisture Meter, both of which are set forth as acceptable procedures in the State Testing Manual.

(more)

Personnel connected with this project are as follows:

> Assistant Engineer James Corbett, CE-3, who has 22 years with the Highway Department, of which ten have been as Assistant Engineer; he has been in his present CE-3 grade for nine years. He has high school education and armed forces training, qualifying him for an officer's commission on the basis of experience and study. His primary training has been received through experience with the Department.
>
> Wesley Hills, Technician I, has two years with the Highway Department. His first year was spent in general survey work and he has worked this past season on compaction control. He has high school education, one year at [illegible] College, and has completed [illegible] training, which was conducted by the [illegible] State Highway Department and has been certified [illegible].

Equipment and methods for control of compaction consisted of the Washington densometer, [illegible], [illegible], [illegible] and [illegible]; all of this equipment is located in the [illegible] field [illegible], which has been [illegible]. By the nature of the project it allows complete control at any point at any time. Compaction tests [illegible] from the [illegible] and [illegible] in the [illegible] to [illegible] the [illegible]. This project involved many different types of soil, and has required development of a wide family of compaction curves for quick determining and recognition of different types of soil when encountered.

The project shows very satisfactory control over the phase inspected, with good cooperation between the engineer and contractor as far as the utilization of the material, with considerable amounts of blending and mixing being done to obtain proper moisture for compaction.

It was originally anticipated that the contractor may have some trouble completing his compaction work during the present season, and with the cool weather, at least this would not [illegible]. However, he has done a very efficient job in utilizing his equipment and spreading the operation out to long distances so that he has been able to aerate and blend his material to maintain satisfactory moisture. Both the contractor and the Highway Department are to be commended for the conduct of the project.

RECEIVED
OCT 26 1964

6444

October 22, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. [illegible], covering seeding and mulching on the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County, Contract No. 6444, in connection with Federal Aid Project No. F-[illegible].

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $10,350.00, with Federal participation of $6,210.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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AUG 26 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1964

Harstad Associates, Inc.
1717 S. W. Park Avenue
Portland, Oregon 97201

ATTENTION: Mr. Arthur E. Kaiser

Re: Relocation of 8-inch Water Main
Cornelius Pass Rd.-Cornell Rd. Section
Sunset Highway
Washington County
Project No. F-186(22)
YOUR FILE: 233-1

Gentlemen:

Your estimate and sketch map for the adjustment of facilities owned by the Park City Corporation on this project, as submitted with your letter of July 28, 1964, have been approved by the State. You are hereby authorized to use the contract method and to proceed with this work as of August 7, 1964.

Approval is with the understanding that 8-inch pipe will be used, since we understand it now is available. Should 12-inch pipe be used, reimbursement will be based on the unit price of 8-inch pipe.

Reimbursement for work performed subsequent to August 7, 1964, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of your work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Park City Corporation
3680 N. W. Columbia Avenue
Portland, Oregon
ATTN: Mr. A. R. Sorbel

cc: L. P. Shaw
L. H. Young
C. H. Maison
A. E. Johnson
J. W. Cochell
B. P. Huntley
Jack Hesla

NOTE: This work will have no BPR participation.

TWL

FORM 3-423X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 6 1964
FOR FILING

Mr Porter

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 4, 1964

Mr. Boyd L. Clement
Project Manager
Park City Corporation
3680 N.W. Columbia Avenue
Portland, Oregon 97229

Dear Mr. Clement:

Your letter of July 30, 1964, directed to Mr. Cooper in connection with the issuance of Permit #5806 has been referred to this office for answer.

Permit #5806 was issued to your corporation to permit the construction of a water supply line lying within the State right of way along the Sunset Highway. This Department was not then in possession of any real property upon which the Cornell Road Interchange was to be constructed. Accordingly, we could only issue a permit to occupy our right of way as it was in existence at that time.

Although it was known that the Cornell Road Interchange was to be built, nevertheless the property needed for that construction had not been acquired by the Department. Therefore, the only alternative we had was to issue the permit as requested or deny the same.

We therefore feel, in accordance with the terms of the permit, that it is now necessary for you to move your facilities as required by this Department and that such move be made at your expense.

Very truly yours,

L. I. Lindas
Chief Counsel

NOTED
R. L. PORTER

LIL:lb
bcc--R. L. Porter
Lloyd P. Shaw
G. E. Rohde

RECEIVED
AUG 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

PARK CITY CORPORATION

[illegible]
[illegible]

July 30, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Permit No. 5806

Dear Mr. Cooper:

Enclosed is a letter from the Project Engineer for Park City Corporation which brings to my attention a somewhat critical situation involving the placement of our water line along the North side of the Sunset highway in the Cornell Road interchange area.

It would appear that Park City Corporation was granted a permit to locate this line under your direction when at the time it was known that the interchange and access roads were to be constructed. In that it would have been just as convenient for us to have installed the line in an area not in the path of construction, it would appear that Park City Corporation can not be responsible for the cost of relocating this portion of the line.

Will you please give this matter your immediate attention and advise us as to your position on the matter.

Very truly yours,

Boyd L. Clement
Project Manager

BLC:mc

CC: Messrs. B. J. Qualheim
Art Kaiser
Ed Rauscher

HARSTAD ASSOCIATES INC
ENGINEERS • PLANNERS

IN REPLY REFER TO:
233-1

July 29, 1964

[illegible] City Corporation
[illegible] N. W. Columbia Ave.
Portland, Oregon

Attention: Mr. Boyd Clement
Project Manager

Re: Permit No. 5806

Dear Mr. Clement:

In August of 1963 a permit was issued to your corporation for construction of a water supply line lying within the State right-of-way along the Sunset Highway, by the Oregon State Highway Dept.

Less than a year later this permit was revoked by the Highway Department and instructions were issued to move the line in the areas lying within the Cornell Road Interchange. The costs involved in this relocation are not reimbursable, according to Highway Specifications, as the line is on State property by permit and Article 6 of the Permit General Specifications so states.

In our opinion the permit for this construction should not have been issued. We feel certain that the interchange design had advanced to such a stage that, at the time the permit was issued, the line could have been shifted to accommodate the ramp and access road.

We feel that if this problem is presented to the State Highway Engineer, the cost of the relocation can be equitably incorporated in the cost of the interchange.

Very truly yours,

Arthur E. Kaiser

SEATTLE, WASHINGTON, 98121
2512 2ND AVE. 206 MAIN 4-2525

BUTTE, MONTANA, 59701
409 SILVER BOW BLOCK. 406-792-5598

VALLEJO, CALIFORNIA, 94590
2200 SPRINGS RD. 707-644-5551

PORTLAND, OREGON,
1717 S.W. PARK AVE.

FORM E-125X 5CM 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
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PORTLAND

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AUG - 4 1964

F[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

ORIGINAL SIGNED

APPROVED DATE ....
A. W. [illegible], Division Engineer
[illegible], Bureau of Public Roads
By [illegible]

copies To Morgan (original copy)
Young

8-4-64

FORM 2-30 50M 12-63 64676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1964

SUBJECT: Completion Date
Cornelius Pass-Cornell Road Section
Sunset Highway
Contracts 6444 and 6476

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

When the specifications for the Cornelius Pass-Cornell Road grading and paving project were written, there was included in them a stipulation that grading at the site of the Cornell Road Interchange was to be completed by August 1, 1964. The interchange was to be left as a separate project, and the purpose of that stipulation was to eliminate conflicts between the two contractors.

The main grading job was awarded on June 5, 1964, to Houck. Then, on July 14, the Interchange project was let to the same contractor. Thus, the need for the elimination of the conflict has ceased to exist, and the contractor has requested a waiver of this provision of the specifications. The contractor agrees to not use this waiver as a reason for requesting an extension of time, and further agrees that this waiver will not affect the completion dates of either contract, both of which are "completion date" and not "workday count" jobs.

We recommend that the contractor's request be granted as requested. A rough draft to the BPR is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

RECEIVED
JUL 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

~~WASHINGTON D. C. COPY~~

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. .1167424	FO 'R CE (RE 2-64) BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Washington
		PROJECT NO. F-186(22)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 Four mi. E. of North Plains, East

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-64	
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,347,709.00	$ 848,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By:

Date executed by Division Engineer JUL 13 1964

L.R. BACKLUND, Administrative Manager
for A. W. Parsons, Division Engineer

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. F-186(22)

CORNELIUS PASS ROAD-CORNELL ROAD SECTION

IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 28, 1964

Type Code 6201
Roadway (Sta. 2817+31.05 to Sta. 3000+00)

Clearing and Grubbing	All	Required		$ 15,000.00
Drainage Excavation, Unclassified	2,900	cu.yds.	$3.00	8,700.00
Special Sewer Excavation, Unclassified	11,900	cu.yds.	6.00	71,400.00
General Excavation, Unclassified	432,000	cu.yds.	0.45	194,400.00
Extra for Topsoil Material	10,500	cu.yds.	1.00	10,500.00
Short Overhaul	1,700,000	yd.sta.	0.01	17,000.00
Long Overhaul	163,000	C-yd.sta.	0.40	65,200.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	4,400	lin.ft.	0.20	880.00
12-inch Culvert Pipe	220	lin.ft.	2.75	605.00
18-inch Culvert Pipe	2,000	lin.ft.	4.75	9,500.00
24-inch Culvert Pipe	830	lin.ft.	6.00	4,980.00
30-inch Culvert Pipe	200	lin.ft.	7.50	1,500.00
Extra for Pipe Under Pavement	310	lin.ft.	5.00	1,550.00
12-inch Culvert End Sections	1	only	30.00	30.00
18-inch Culvert End Sections	34	only	40.00	1,360.00
24-inch Culvert End Sections	11	only	55.00	605.00
30-inch Culvert End Sections	5	only	110.00	550.00
6-inch Sewer Pipe	18	lin.ft.	2.00	36.00
12-inch Sewer Pipe	230	lin.ft.	3.00	690.00
15-inch Sewer Pipe	270	lin.ft.	3.75	1,012.50
18-inch Sewer Pipe	140	lin.ft.	4.75	665.00
21-inch Sewer Pipe	540	lin.ft.	5.50	2,970.00
27-inch Reinforced Sewer Pipe	80	lin.ft.	7.50	600.00
36-inch Reinforced Sewer Pipe	460	lin.ft.	9.50	4,370.00
42-inch Reinforced Sewer Pipe	3,440	lin.ft.	12.00	41,280.00
6-inch Perforated Drain Pipe	880	lin.ft.	2.00	1,760.00
6-inch Metal Drain Pipe	170	lin.ft.	2.00	340.00
12-inch Metal Drain Pipe	90	lin.ft.	4.00	360.00
Special Backfill in Drains	210	cu.yds.	6.00	1,260.00
Salvage and Reinstall Culvert Pipe	90	lin.ft.	4.00	360.00
Concrete Inlets, Type "D"	9	only	100.00	900.00
Concrete Inlets, Type "G"	5	only	100.00	500.00
Concrete Inlets, Type "G-1"	1	only	100.00	100.00
Special Curb Inlets	2	only	250.00	500.00

Special Inlets, 4 Grates	1	only	$ 350.00	$ 350.00
Special Inlets, 6 Grates	1	only	500.00	500.00
Concrete Manholes	7	only	600.00	4,200.00
Special Manholes, Sta. 29+48	1	only	400.00	400.00
Special Manhole, Sta. 2841+10	1	only	500.00	500.00
Adjustment of Manholes	1	only	100.00	100.00
Adjustment of Inlets	1	only	50.00	50.00
Concrete Curbs	40	cu.yds.	40.00	1,600.00
Class "A" Concrete in Base Culverts	180	cu.yds.	65.00	11,700.00
Metal Reinforcement in Base Culverts	27,000	lbs.	0.15	4,050.00
Metal Guard Rail	900	lin.ft.	2.50	2,250.00
Rail End Pieces	18	only	5.00	90.00
Guide Posts, W-1	110	only	7.00	770.00
Guide Posts, Y-1	34	only	7.50	255.00
Guide Posts, Y-2	130	only	8.00	1,040.00
Guide Posts, Y-3	2	only	8.50	17.00
Coarse Crushed Material in Base	161,600	tons	2.00	323,200.00
3/4"-0 Material in Base	17,400	tons	2.15	37,410.00
Sprinkling	3,090	M-gal.	3.00	9,270.00
Preparation of Base	All	Required		1,000.00
3/4"-0 Material in Binder Course	640	cu.yds.	4.50	2,880.00
RC-250 Asphalt	100	tons	45.00	4,500.00
Class "B" Asphaltic Concrete	17,600	tons	6.25	110,000.00
Asphaltic Concrete Traffic Markers, Type "L"	820	lin.ft.	1.00	820.00
Removal of Existing Sign Installations	All	Required		150.00
Wood Sign Posts	All	Required		3,050.00
Type "P" Signs in Place	1,117	sq.ft.	4.50	5,026.50
Type "C" and "D" Signs in Place	705	sq.ft.	3.62	2,552.10
Type "E" Signs in Place	63	sq.ft.	3.80	239.40
				$993,433.50
Flagging (57½% of Contractor's Cost)	All	Required		$ 2,000.00
Seeding and Mulching	All	Required		10,000.00
				$ 12,000.00
		Subtotal		$1,005,433.50
		10% Engr. & Cont.		100,542.50
		Total		$1,105,976.00

Type Code X081
Rock Creek Bridge (Br. #2333-A)(Sta. 2884+77 to Sta. 2885+77)

Furnish Treated Timber Piling	1,820	lin.ft.	$ 1.50	$ 2,730.00
Drive Timber Piles	26	only	55.00	1,430.00

Furnish 16" Prestresed Concrete Piling	630 lin.ft.	$ 5.00	$ 3,150.00
Drive Concrete Piles	9 only	125.00	1,125.00
Class "A" Concrete (156 cu.yds. $75.00)	All Required		11,700.00
50' to 55' Type II Prestressed Beams	10 only	850.00	8,500.00
Metal Reinforcement (31,000 lbs. $0.12)	All Required		3,720.00
8-inch Metal Drain Pipe	45 lin.ft.	4.00	180.00
			$ 32,535.00
Work by the Oregon Electric Railway	All Required		$ 1,500.00
	Subtotal		$ 34,035.00
	10% Engr. & Cont.		3,403.00
	Total		$ 37,438.00

Length of Roadway - - - - - - - - - - - - - - - -3.441 miles
Length of 1 Structure - - - - - - - - - - - - -0.019 mile
Length of 3 Structures- - - - - - - - - - - - -0.00 mile (Exception)
Total Length- - - - - - - - - - - - - - - - - - -3.460 miles
Cost of Roadway per Mile- - - - - - - - - - - -$321,411.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,105,976.00	$696,000.00	$409,976.00
Structure	37,438.00	23,000.00	14,438.00
	$1,143,414.00	$719,000.00	$424,414.00

CORNELIUS PASS ROAD-CORNELL ROAD SECTION

PROJECT NO. F-186(22)

Prestressed Beam Quantities

50'-55' Beam

Overhead			$100.00
Class "A-A" Concrete	4.887 cu.yd.	$56.00	$273.67
Metal Reinforcement	845 lb.	$ 0.12	$101.40
Prestress Steel	636 lb.	$ 0.60	$381.60
			$856.67

RECEIVED
JUN 29 1964
F[illegible] FILING

FORM E-30X—80M—12-63 94677

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1964

SUBJECT: **Protective Signing**

To: **MEMO TO THE FILES**

On this date (June 19) a Mr. Tuttle with Roy L. Houck Sons' Company phoned to discuss contractor's protective signs.

The contractor desired to use a white on flourescent red type sign in place of the standard black on yellow. This on his recently awarded Cornelius Pass Road-Cornell Road, Sunset Highway job.

Mr. Tuttle had a firm opinion on the superiority of the flourescent type sign as an effective eye catcher. This seems to be the general opinion of observers on jobs along the Columbia where these signs are in use.

Mr. Tuttle was informed that while his position was appreciated we were in no position to authorize use of non-standard signs. He indicated no intention to drop the matter -- rather, to carry it to the Bureau of Public Roads first, then to other parties, if necessary. This, of course, he is privileged to do.

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw ✓
A. W. Parsons
C. T. Keasey
Val P. Johnson

RECEIVED
[illegible]
OFFICE OF
[illegible] HIGHWAY ENGINEER

RECEIVED
JUN 25 1964

FOR FILE

F-186(22)

6444

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of
project [illegible] [illegible]
[illegible] LLOYD P. SHAW
Date ____ By [illegible]
JUN 19 1964 Title [illegible] Engineer
U.S. Bureau of Public Roads

Project Name: Cornelius Pass Road-Cornell Road
Date: June 12, 1964
Highway: Sunset
Contract No.: 6444
County: Washington
Prefix: 34-1028
Contractor: Roy L. Houck Sons' Corporation
F. A. Project No.: F-186(22)
Address: P. O. Box 671, Salem, Oregon 97308
Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide adequate flagging throughout entire length of project.

Location by station numbers:

Sta. 2798+00 to Sta. 3030+00

Estimate of quantities and cost:

Flagging (State Share) $ 2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State to pay 57½% of Contractor's actual flagging costs.

No work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,380,026.58
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 1,380,026.58
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ James W. Cochell, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

original copy to Young 6-23-64

RECEIVED
JUN 30 1964
FOR FILING

6444

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 10, 1964

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97209

ATTENTION: Mr. H. F. Moy

Re: Signal Pole Relocation
Cornelius Pass Rd.-Cornell Rd. Section
Sunset Highway - Washington County
Project No. F-186(22)
Contract No. 6444

Gentlemen:

Your estimate for the adjustment of your facilities on this project, as submitted with your letter of May 28, 1964, have been approved by the State. You are hereby authorized to proceed with this work as of June 10, 1964.

Please contact Mr. J. W. Cochell, P. O. Box 282, Beaverton 97005, Phone 646-1222, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to June 19, 1964, will be made subject to the provisions of PPM 30-3 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

(for) T. W. Litchfield
Utilities Liaison Engineer

Pgp:bjm

cc: L. P. Shaw
L. H. Young (2)
C. H. Maison
A. E. Johnson
J. W. Cochell
B. P. Huntley
Jack Hesla

RECEIVED
[illegible] 9 - 1964
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 5, 1964

08-35.2-HC

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-186(22)
Cornelius Pass Road - Cornell Road Section
Grading, paving, structures & signing

As requested by Mr. Shaw's May 26, 1964 letter advising that all rights-of-way or rights-of-entry have been acquired for the above project and as supplemented by his June 4, 1964 letter, providing justification for exceeding the engineer's estimate by more than 10 percent, we hereby concur as of this date in the award of contract No. 6444 to Roy L. Houck Sons' Corporation of Salem, Oregon, low bidder in the amount of $1,213,190.30 at the May 26, 1964 bid opening.

Allowing the house located at Station "A" 2334 to remain until September 1, 1964, is considered to be in the public interest based on justification furnished in Mr. Wright's April 27, 1964 letter. The requirements of subparagraph 9d of PPM 21-6.3 are waived in this instance.

original To Young
6-9-64

NOTED
LLOYD P. SHAW

RECEIVED
AUG 12 1964
FOR FILING

6444

June 5, 1964

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, accepted your proposal for grading, stone base, paving, conc. bridge and highway signing on the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County for the sum of $1,213,190.35 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6444.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By

C. W. Head, Assistant Secretary

fhn
cc
Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUN 9 - 1964
FILING

Mr. Teufel

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 4, 1964

Mr. Clifford B. Alterman
Attorney at Law
Kell and Alterman
Equitable Building
Portland, Oregon 97204

Re: File No. R-32896, L-4290
Cornelius Pass Rd. - Multnomah County
Line Section
Sunset Highway
Washington County

Dear Mr. Alterman:

Your letter of May 26, directed to the State Highway Department has been forwarded to this office for reply.

The above case was tried in June of 1963 and a final judgment handed down which provided that the defendants (Teufel) convey their rights of access to the Sunset Highway and that the state construct a road connection from the defendant's remaining property to a public road known as Spring Lane. No prior commitment to improve Spring Lane has been made, nor has there been any requirement for Mr. Teufel to improve Spring Lane.

A check of our appraisals will show that we based our offer on a cost to cure basis which allowed sufficient money for Mr. Teufel to improve Spring Lane from his approach in a southerly direction to a point where Spring Lane was already improved. While the jury gave Mr. Teufel an amount greater than our testimony, there was still no obligation for Mr. Teufel to improve Spring Lane.

Very truly yours,

L. I. Lindas
Chief Counsel

LIL:lb
cc--V. D. Wolfe ✓
--D. H. Moehring

RECEIVED
JUN 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 19[illegible]

SUBJECT: File No. 32093 - 14290
Cornelius Pass Road-Multnomah
County Line Section
Sunset Highway
Washington County

To:

Mr. Victor D. Wolfe
Administrative Assistant

Building

This will acknowledge receipt of a copy of a letter received in your office from Attorney Alterman concerning the settlement of the Teufel case.

A Final Judgment was handed down in this case in June of 1963, which provided that the defendants convey their right of access to the Sunset Highway, and that the State construct a road connection from the defendants' remaining property to a public road known as Spring Lane. We made no commitment to improve Spring Lane, nor was there any requirement for Mr. Teufel to improve Spring Lane.

In checking our appraisals, I find that we based our offer on a cost-to-cure which allowed sufficient money for Mr. Teufel to improve Spring Lane from his approach in a southerly direction to a point where Spring Lane was already improved. The jury gave Mr. Teufel considerably more than our figure, but there was no obligation for Mr. Teufel to improve Spring Lane.

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - L. I. Lindas

orig to Lindas
6-3

RECEIVED
JUN 1 1964
LEGAL & RIGHT OF WAY

KELL & ALTERMAN
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND, OREGON 972
CAPITOL 3-015

RAYMOND M. KELL
CLIFFORD B. ALTERMAN

May 26, 1964

RECEIVED
JUN 1 1964
RIGHT OF WAY

REFERRED TO
Forrest Cooper
BY SECRETARY

REFERRED TO
Wolfe
BY DEPUTY STATE HIGHWAY ENGINEER
Please handle

32893

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

We represent a Mr. Davis who resides on S. W. Spring Lane off the Sunset Highway. He understood that some time ago when the road was closed a contract was given to a Mr. Teufel which would have required the grading of S. W. Spring Lane. We would appreciate your advising us if such a contract was let or if there was some such obligation put upon any person to grade or improve S. W. Spring Lane.

Very truly yours,

Clifford B. Alterman

CBA/paw

orig to Lindas
for reply
6-3

RECE
MAY 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
June 3, 1964

Agenda Item 4-1

Throughway Agreement
Cornelius Pass Road-Cornell Road Sec.
Sunset Highway No. 47
Washington County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer, County & City

Attached is a conformed copy of a throughway agreement with Washington County covering the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Washington County.

Ass't. SEcretary

rn
Attach: 1

RECEIVED
JUN 8 - 1964

FOR FILING

June 4, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Cornelius Pass Road-Cornell
Road Section
Sunset Highway

Dear Sir:

Your concurrence in the award to the lowest bidder on the subject project apparently will depend on an evaluation of benefits which might accrue to the successful bidder if the "Krueger" quarry site proved to be an acceptable material source.

Only extensive additional exploration can determine the amount of acceptable material that would be available at "Krueger". The two drill holes which were recently taken and which gave indication that specification-type material might be present are entirely inadequate to judge either quality or quantity of material that could be obtained.

Assuming that a suitable source could be developed at "Krueger", the comparison of haul distances from that location and from already-developed rock sources does not indicate any substantial advantage to either.

The distance from "Krueger" to the intersection of S. W. 185th Avenue and the Sunset Highway is slightly more than six miles. From the presently operating commercial quarries in Section 26, Township 1 South, Range 2 West, near Hazeldale, to the same intersection on the Sunset Highway, it is seven miles. Haul of the type being considered here usually runs from six to eight cents per ton mile. In other words, a price differential would not exceed eight cents per ton.

Comparing bid prices of the four low bidders on the subject project, the Houck bid on 3/4"-0" crushed rock was lower than one and higher than two competing bids. Houck's bid was

$3.00 as compared to $2.89 for the average of the other three bids. Houck's bid on coarse base rock was lower than one and higher than two competing bids. His price bid was $2.75 as compared to $2.72, the average of the other three bids. The prices used in our estimate were $2.15 for 3/4"-0" rock and $2.00 for coarse base rock. It is apparent that our estimate used for comparison of bids was lower than justified.

If our estimate for comparison of bids had been based on Houck's price minus eight cents per ton to adjust for the possible haul differential, the price per ton for 3/4"-0" rock would have been $2.92 per ton as compared to $2.15 per ton used in our estimate. Coarse base rock would have carried a price of $2.67 per ton as compared to $2.00 per ton used in our estimate. These cost differences multiplied by the estimated tons for the project would result in an increase in the estimate for comparison of bids of $121,670, which, if applied as a comparison against Houck's bid, would place Houck within six per cent of the estimate so prepared.

The improvement of the Cornelius Pass Road-Cornell Road Section of the Sunset Highway is needed very badly. Accident rates at intersections are high. There were three deaths due to traffic accidents at S. W. 185th Avenue during the past week end.

The proposed project does not include a grade separation at S. W. 185th Avenue. However, it would provide a traffic control pattern similar to that which has recently been used at the intersection of the Sunset Highway and S. W. Cedar Hills Boulevard. At the latter location, storage provided in the median area for cross traffic and the enforced stop at that point has resulted in an improvement over both the original two-lane crossing and the intermediate four-lane crossing. Therefore, it is our desire to place a pattern of this type at 185th Avenue at the earliest possible date.

If the project is delayed and readvertised, a loss of one construction season will result. General excavation in the Tualatin Valley is most difficult due to the peculiar water retention characteristics of the soil. Satisfactory working conditions are seldom realized in this area and at best, not more than two months per year of reasonably good excavation conditions can be expected.

The use of the four-lane section from Cornelius Pass Road to Cornell Road intersection would result in improved public safety and increased benefit to the driving public which, while difficult to express in dollars, has great value. For the above reasons, we ask that you concur in the award of contract to the Roy L. Houck Sons' Corporation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

LFS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 1, 1964

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-186(22)
Cornelius Pass Road - Cornell Road Section
Grading, Paving, Structures and Signing

Mr. Shaw's May 26, 1964 letter requested our concurrence in award of contract in the subject project to the low bidder, Roy L. Houck Sons as soon as the necessary approval of the specifications is obtained from the S.P. & S. Railway Company. Justification for exceeding the engineer's estimate by 18 percent primarily involved the fact that the optional State-controlled "Krueger - Densem" material source may not be suitable on the basis of tests.

A field survey of the above-mentioned quarry was made on June 1. It is our understanding now that more recent tests indicate that possibly suitable material might be obtained therefrom. We would appreciate your further study of this later information and furnishing us with your views as to whether some alternative action might be warranted.

We received copies of the above-mentioned railroad's May 28, 1964 approval today.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 28 1964
FOR FILING

May 27, 1964

Oregon State Highway Commission

Gentlemen:

A throughway agreement with Washington County for the Cornelius Pass Road-Cornell Road Section of Sunset Highway No. 47 in Washington County will be presented for your consideration at the May 28 Commission meeting.

The agreement provides for closure of existing county roads; the State to construct and maintain interchanges at Cornelius Pass Road, 185th Avenue, and Cornell Road. Also provided is that the State shall locate, construct, and maintain a frontage road southerly of the 185th Avenue interchange connecting Stucki Road to 185th Avenue. The State also shall construct a frontage road northerly of the throughway from 185th Avenue easterly connecting to an existing county road, which provides service to the Cornell Road interchange. The County assumes maintenance after completion of this section of frontage road. The State shall construct and the County shall maintain a revised connection to Cornell Road south of the throughway.

This agreement supersedes the entire agreement heretofore entered into, dated November 26, 1962.

Your approval is recommended and it is requested that the Secretary be authorized to sign this agreement on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

LPS:ajw bbc

RECEIVED
MAY 27 1964
FOR FILING

May 26, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Cornelius Pass Rd.-Cornell Rd.
Section of the Sunset Highway
FAP No. F-186(22)

Dear Sir:

Reference is made to bid opening this date on the subject-named project. The low bidder was Roy L. Houck Sons'. Their bid was in the amount of $1,213,190.80. This was $187,221.80 or 18.3% above the engineer's estimate.

Bids were entered by three other well-qualified contractors with the bids grouped unusually close. This indicates to us that our engineer's estimate was low.

There was a State-controlled source offered for the contractors' use on this project. On the basis of tests made on this source, the contractors were unwilling to utilize it. We have been told that due to this all of the bids received today were made by the contractor on the basis of acquiring the base materials from a commercial source. On coarse crushed base and 3/4" - 0 material in base, the contractor bid 75¢ and 80¢ more, respectively, on the 179,000 tons of the material involved. This resulted in an additional cost of $140,000 over what we had anticipated in our estimate.

You are aware of the difficulty of excavation in embankment construction in this area; whoever, Houck quoted 0.40 for general excavation while our engineer estimate was for 0.45. We believe this bid is low and the difference was reflected in some of the other bid items.

The miscellaneous items throughout the contract did not follow any definite pattern but were on the whole, substantially higher in price than what we had estimated. It is, of course, well known that this is a particularly difficult area in which to conduct a construction job and we feel that many of the contractors' apprehensions were reflected in these miscellaneous items. You are also well aware, I am sure, of the unusually short construction season existing in this Sunset Highway area in Washington County.

It appears to us after an analysis of all bids received, that the low bidder has made a realistic bid taking these difficulties into account. As you know, the specifications call for completion of this project by September 15, 1965. The additional delay which would be necessary to again receive bids would certainly diminish our chance of completing the project in this time, with the consequent loss of benefit to the public. I do not believe that this delay would be warranted because it is doubtful if we would receive bids which would be substantially lower.

All rights of way and rights of entry have been acquired and you will be furnished written evidence that the railroad company has approved the specifications prior to award of the contract.

We are requesting a waiver of the requirements of subparagraph 9d, PPM 21-6.3 inasmuch as the house located at Station "A" 2834 may not be removed until September 1, 1964. This will not hamper the contractor's operations and we feel it is in the public interest to get the job going.

In view of the foregoing, we request your concurrence in the award of this contract to Roy L. Houck Sons'.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

LMY:mb
cc: F. Cooper
W. L. Porter
C. H. Maison
F. D. Morgan
J. W. Nash
L. H. Young

RECEIVED
MAY 1 - 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1964

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Right of Way Status
Cornelius Pass Road-
Cornell Road Section
Grading, Paving, Structure
and Sign

Dear Sir:

With certain exceptions, all rights of way and rights of access have been acquired for this project.

The following files are embraced in the Sunset West Development and are locked by a common interest of the Watchie Corporation. A settlement has been negotiated with the Watchie Corporation, but they have, to this date, refused to sign the options which would confirm the settlement.

The files embraced in this single corporate transaction are as follows:

File No. 33616	Stucki	$21,000
File No. 33617	Berger	9,885
File No. 33618	Schallberger	2,675
File No. 33619	Meir A. & E.	9,400
File No. 33620	Cedar Mill Bible Church	13,800
File No. 33621	Meir, D.	800
File No. 34621	Meir, D. & E.	3,450
File No. 30717	Bechen	41,000
File No. 30720	Imbrie	17,500
File No. 33483	Hare	4,125
	TOTAL	$123,635

Within the past month, two files have been added to the project, involving minor takings of easements for a temporary detour road. The files in point are:

File No. 36686	Croeni	$ 150
File No. 36687	Bohren	225
	TOTAL	$ 375

NOTED
LLOYD P. SHAW

Condemnation proceedings are being initiated to insure that entry will be available to a contractor either under the terms of an option or by a filing in condemnation, no later than the date of bid opening.

Upon receipt of options or filing of lawsuits, the areas will be available so that the contractor may enter and proceed with construction without delay with the exception of a small area on the Bechen property which is encumbered by farm buildings. We propose to delay entry by the contractor to the area occupied by these buildings for a period not to exceed thirty days, in the instance of all farm buildings except for a saleable tenant house. It is our intent to keep the contractor from the area occupied by this house for a period not to exceed ninety days to permit sale and disposal. It is my belief that no added cost or loss of time will result as a consequence of the withholding of the building-occupied areas.

Advisory assistance has been offered to the persons displaced as a result of these takings of highway right of way.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
C. H. Maison
FD Morgan - 5-4-64

RECEIVED
2, 1964
OFFICE OF
[illegible]

9

RECEIVED
MAY 4 - 1964
FOR FILING

FORM 1612

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

April 23, 1964

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Morgan:

Reference is made to your letter of April 10, 1964, relative to preliminary plans for the Cornelius Pass Rd.-Cornell Rd. Section of the Sunset Highway in Washington County.

I have reviewed the plans you have submitted as well as my correspondence file for the year 1946 at which time the State Highway Department entered into an agreement with the Oregon Electric Railway for the construction of the Merle Overpass. It appears at this time that a construction agreement for the work you have proposed is not necessary inasmuch as the operation of our railroad should not be affected by the work your contractor will do. It is my thought that any particular conditions that we might need to protect our operation could be spelled out in your specifications to the contractor. We would also receive full protection from any troubles caused by your contractor on his furnishing of the proper insurance normally required under these highway-railway contracts.

I would, therefore, appreciate receiving as soon as possible from your office two sets of your specifications covering this job so that if need be I could suggest any needed items that we might want to appear in these specifications.

Very truly yours

H F Moy
Chief Engineer

COPIES TO:
L.P. SHAW
L.H. YOUNG
A.E. JOHNSON
F.D. MORGAN
JACK HESLA
4-27-64
I

HFM-o

RECEIVED
APR 2[illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

[illegible], THURSDAY, MARCH 26, 1964

Candidate Prospects Seem Dim

HILLSBORO—Prospects appeared dim Thursday that candidates for office in Washington County would be allowed to present their campaign proposals in a county voters' pamphlet preliminary to the primary election of May 15.

At the meeting of the County Board of Commissioners, the atmosphere seemed to be against inclusion of candidates in the pamphet—if such a pamphlet were ,to be issued. Commissioners Joe Van Dyke and Edwin Guerin both expressed opposition.

However, before the commission could vote on the matter, Stanford Cody, candidate for the office of Beaverton Justice of the Peace, requested that the vote be withheld pending a decision on whether the primary ballot is to carry the issue of county takeover and operation of Hillsboro Airport. The request was granted.

THE QUESTION of a county airport will come to a head Friday when the county commissioners hear the recommendations of the nine-member airport committee which has been exploring the feasibility of county operation. Commissioner Arthur Ames said he expects the board of commissioners to accept whatever recommendation the committee makes.

If the airport is to go on [illegible], and if the commissioners authorize an airport pamphlet—then will come the decision on inclusion of the candidates in the pamphlet.

AMES EXPLAINED that not all candidates are concerned: Those seeking an office on which the entire county will vote are allowed—for a fee—to be included in the state voters' booklet.

Tuesday's meeting included an appearance by two representatives of the Oregon State Highway Department who asked voidance of a contract for a frontage road parallel to and north of U.S. 26 between [illegible]74th and 185th avenues. Robert H. Prange, field engineer with the county and city division of the Highway Department, and D. N. Harwell, office engineer, told the commission that a boulevard planned by the developers of Somerset West between the two avenues will serve the same purpose as the proposed frontage road.

THE TWO engineers pointed out that the frontage road would not only be superfluous but would in fact be detrimental to the planned development of Somerset West inasmuch as it would occupy space intended for residential use.

The commission instructed its staff to study the situation and reach agreement with executives of Somerset West.

The representatives of the Highway Department informed the commission that contracts are to be let May 26 for grading and paving of third and fourth lanes on Sunset Highway (U.S. 26) between Cornell Road and for construction of an interchange at Cornelius Road utilizing the existing overpass.

Commissioner Guerin noted, "We're developing exactly the same situation as now exists a Cedar Hills Blvd. and Sunset Highway."

Prange agreed that the interchange would be far from ideal but added, "We can't do everything at once. We'd like to get the four lanes first. But until we can get more funds, we'll have to settle for a grade interchange."

Subject: Cornell Rd - Cornelius Pass Rd Sect
Sunset Hwy. No. 47, Wash. Co

Note:

Washington County was informed that the State would construct a full interchange at Cornelius Pass Road and an at-grade intersection at Cornell Road. My remarks and those of Mr. Guerin were directed to the Cornell Rd intersection.

R H Prange
4-2-64

NOTED
LLOYD P. SHAW

RECEIVED
APR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to: Shaw

RECEIVED
APR 1 1964
FOR FILING

RECEIVED
MAR 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 1964

Cornell Road-Cornelius Pass Road Section
[illegible] Highway No. 47
Washington County

On January 16, 1963, the Washington County Board of Commissioners [illegible] the subject project [illegible] construction [illegible] frontage road lying northerly of the [illegible] and extending [illegible] the Cornell Road vicinity westerly [illegible] 185th Avenue [illegible] in the [illegible] of 185th Avenue. They [illegible] the possibility of a public hearing.

On November 20, 1963, the [illegible] Highway Commission [illegible] county entered into an agreement [illegible] subject project.

On February 26, 1964, [illegible] we [illegible] frontage road [illegible] the [illegible] Summercrest West [illegible].

On March 17, 1964, [illegible] the project [illegible] of the county [illegible]. The interchanges [illegible] county commissioners, and Mr. [illegible] county engineer, [illegible] a meeting for us to [illegible] the interchanges [illegible] board of commissioners on March 24 at [illegible] p.m. [illegible] proposed road closures, [illegible] maintenance, etc. [illegible] this time.

On March 24, [illegible] met with the Washington County Board in the courthouse and [illegible] the proposed interchange sketches and they agreed [illegible] interchanges. We also discussed with them maintenance, road closures, etc., and the frontage road between 174th Avenue and 185th Avenue. The county will contact Summercrest West Corp. and decide whether or not State should construct subject frontage road. A letter stating the county's position is forthcoming. We believe this meeting satisfied county's thinking about a hearing.

We now await the county's letter regarding the frontage road between 174th and 185th Avenues. An agreement will be written on this basis.

The project is scheduled for the [illegible] bid letting.

LLOYD P. SHAW

DNH:mm
cc: L. P. Shaw
D. J. Barbee

RECEIVED
MAR 23 1964
FOR FILING

3-12-64

MEMO TO FILES, 1/18/62

SUBJECT: Cornell Road-Cornelius Pass Road Section
Sunset Highway No. 47
Washington County

R. H. Prange, County and City Relations Field Engineer, met with officials of Washington County on January 16 to discuss the State's future construction of the above section of highway. Representing the County were Barbara A. Wilcox and Clayton Nyberg, County Commissioners; A. A. Graham, Roadmaster; and the superintendent of the County Planning Commission. This group was informed that the Cornell Road-Cornelius Pass Road Section of the Sunset Highway is now in the planning stage by the Highway Department and that this section of highway has been turned over to our design section, although it probably would not be contracted for at least three or four years. They were also informed that, as part of the construction of the project, the State is planning to construct a frontage road with 20 feet of asphaltic concrete and 4-foot shoulders along the north side of the highway from Cornell Road to N.W. 185th Avenue and the County would be requested to close N.W. 174th Avenue at the northerly and southerly sides of the highway and to assume maintenance of the frontage road after construction. All present unanimously agreed that, since the frontage road would be of benefit to future development in the area, the County would consent to the closure of N.W. 174th Avenue and the maintenance responsibility of the frontage road as requested by the State.

Agree. - Hwy Comm.
Meeting of Nov. 20, '62

After inquiring about the possibilities of a public hearing, the group was told that at the proper time, pursuant to federal regulations, the County and interested parties would certainly be afforded the opportunity for a public hearing covering construction of the above section of highway.

Robert H. Prange
County & City Relations Field Engineer

RHP:mm

cc: D. J. Barbee
L. F. Shaw
V. D. Wolke

NOTE: 3/12/64

The Wash. Co. Bd. of Comm. has consented to deletion of the portion of frontage road between 174th and 185th ave's. An agree. will be presented to them covering this deletion as well the const. of Cornelius Pass - 185th - Cornell Rd. Interchanges

Don Harwell

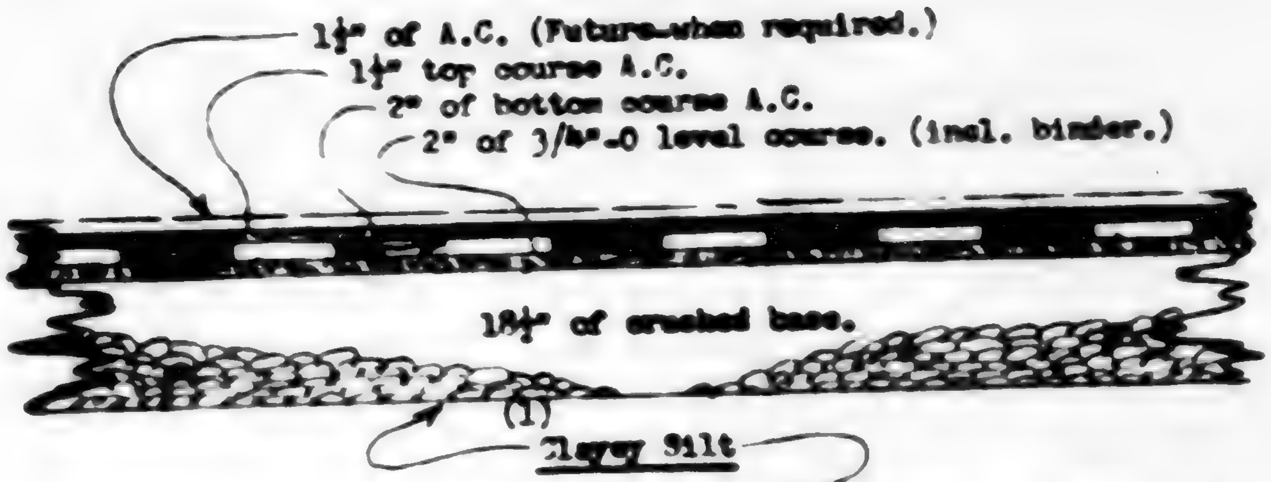
NOTED
LLOYD F. SHAW

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section CORNELIUS PASS ROAD-CORNELL ROAD Highway SUNSET (FA 27?) County WASHINGTON Profile 36-1410
Sec. Engr. ________ Approx. Length of Project 3.8 miles. Sta. 2810± to Sta. 3010± Date 3-5-64

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

(1)
Typical Soil
39 LL
9 PI
100 % P10
97 % P200
0 % Gravel
0 % C Sand
3 % F Sand
76 % Silt
21 % Clay
12 "R" Value (Corrected)
AASHO CLASSIF. - A-4 (8)



Other Traffic Classif.	Total Thickness Requirements.
HEAVY	21"
MEDIUM HEAVY	17½"
MEDIUM	15"
LIGHT	11½"

Required Base & Base Crushed	Required Base & Base Non Crushed	Designed Base & Surf.	Designed Base & Surf.	
			3½ 2 18½	AC Lev Cr Base
24		Future	24 1½	PRESENT AC
			25½	FUTURE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material Source to be determined by the Engineer.											

B.P.R.
cc State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by

Recommended by
Asst Construction Engineer

Recommended by

Approved by
Deputy State Highway Engineer

CORNELIUS PASS RD-CORNELL RD
SUNSET HWY (FA 27)
WASHINGTON COUNTY
PREFIX 34-1410

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 5500 1984 ADT 10950 % Heavy Vehicles 12
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual Precipitation 42"±

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4 and 6 an A.C. wearing surface has been selected.

RECEIVED
OCT 18 1963
FOR FILING

Salem, Oregon
October 17, 1963

Mr. Forrest Cooper
State Highway Engineer

OFFICE

[illegible] —
Cornell Rd.

This is relative to your recent request for an investigation of the traffic situation at 174th, 185th, and the Sunset Highway in Washington County.

A diamond interchange has been designed for 185th Avenue, which is the entrance to the real estate development now taking place. The cost of this interchange is estimated at approximately $200,000.

Washington County has agreed to the closure of 174th provided the frontage road that is contemplated between that point and the Cornell Road Interchange would be extended to the 185th Avenue interchange. The cost of this frontage road is less than an interchange at 174th and is estimated at $50,000. If you need anything further, there are detailed estimates and maps in the Files.

This work is on no contemplated program.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

RECEIVED
OCT 10 1963

FOR FILING

Salem, Oregon
October 4, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
OFFICE

Mr. Jackson called this date and stated that he had been requested to have a study made of two items as follows.

At 185th Street and Sunset Highway, it appears that traffic is balling up on account of turns, presumably left turns.

The other problem is at 174th Street where I believe Cornell Road crosses. The request at this place was for an "underpass". I believe that this problem is one of an interchange, which would include a separation structure and I believe the answer is money.

Will you please have these items investigated and give me a report, cost estimate, and recommendation.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

Form E-100—10M—11-60
State Printing 31523

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Cornelius Pass [illegible]

Made by ...., 19.... Checked by ...., 19.... Backchecked by ...., 19....

ESTIMATE #1 [illegible]

STA [illegible] STA [illegible] (11' [illegible] [illegible])

ITEM		[illegible]	UNIT
Gen. Exc. (Borr[illegible]	75[illegible]	[illegible]	$ [illegible] 250
Course Cru[illegible] 138	[illegible]	[illegible]	[illegible]
Top Course Base	[illegible]		[illegible] 403
Asph. Conc	[illegible]	Ton	[illegible]
26' x 280' Str[illegible]	7280 [illegible]	Sq.ft.	[illegible]
6'x 8'x 164' R.C.B.C. (30' Fill)	[illegible]	[illegible]0/l[illegible]	[illegible] 950
			$ [illegible]

3.27 Acres R/W @ $200.00/a = $55[illegible] [illegible] Engr & Const [illegible]

Damage Estim[illegible] = 1500 [illegible]

Total $[illegible] [illegible]

$ 186 [illegible] ✓

189 [illegible]

ESTIMATE #2 F[illegible] R[illegible]

STA [illegible] 7[illegible] [illegible] (2[illegible] [illegible] 4' shoulders)

Gen. Exc.	6000 [illegible]	$0.35/C.Y.	2100
Coarse Crushed Base	3900 Ton	[illegible]	8775
Top Course Base	960	[illegible]	2256
Asph. Conc.	750	[illegible]/	3620
			16 751

4.13 Acres R/W (60' width) @ $200.00/a = [illegible].00 +12 % Engr & Const [illegible] 2010

18 761 ✓

[illegible] R/W 9 587

ESTIMATE #3 FRONTAGE ROAD [illegible] TO [illegible]

STA. 2731± TO STA [illegible] (10' [illegible] [illegible] shoulders)

Gen. Exc.	7200 C.Y.	$ 0.35/C.Y.	[illegible]
Coarse Crushed Base	4[illegible] Tons	2.25/ Ton	[illegible]
Top Course Base	1224 "	2.35/ "	[illegible]
Asph. Conc.	[illegible] "	[illegible]/ "	[illegible]
84 inch CMP	50 lin.ft.	68.00/lin.ft.	3400
6'x8'x40' R.C.B.C. ([illegible]' Fill)	[illegible] "	51.00/ " " (using [illegible] [illegible] $942[illegible]	2[illegible]82
			$ 26,648

4.96 Acres R/W (60' wi[illegible] @ $200.00/a = $992.00 +12 % Engr. & C[illegible] 3198

$ 29 [illegible]

Total frontage Rd. 185th Ave-Cornell Rd. $50,500 TOTAL + R/W $ 30 8[illegible]

Form PR106—10M—11-60
State Printing 31522

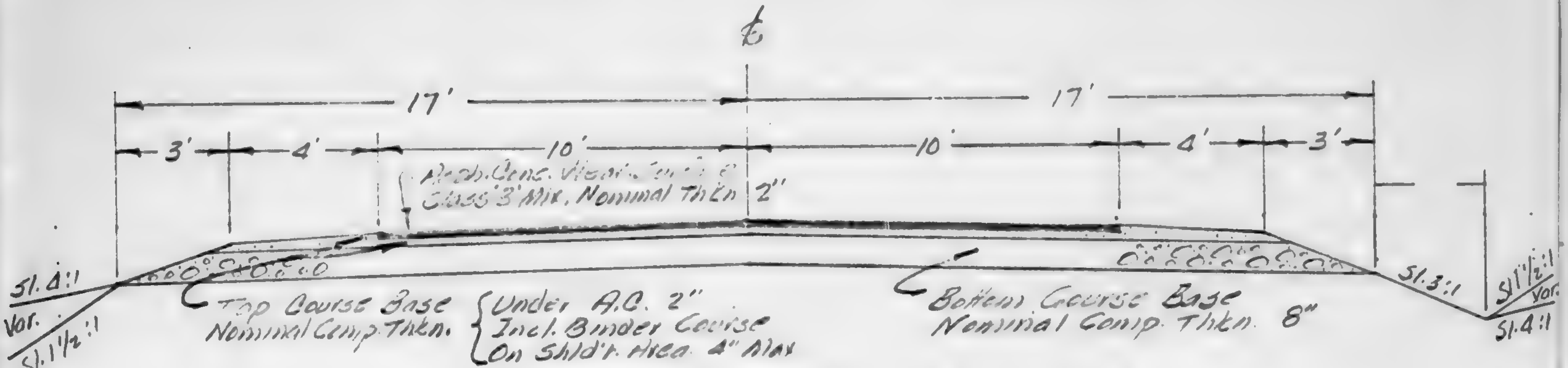
Job No. ....

Sheet .... of .... Sheets

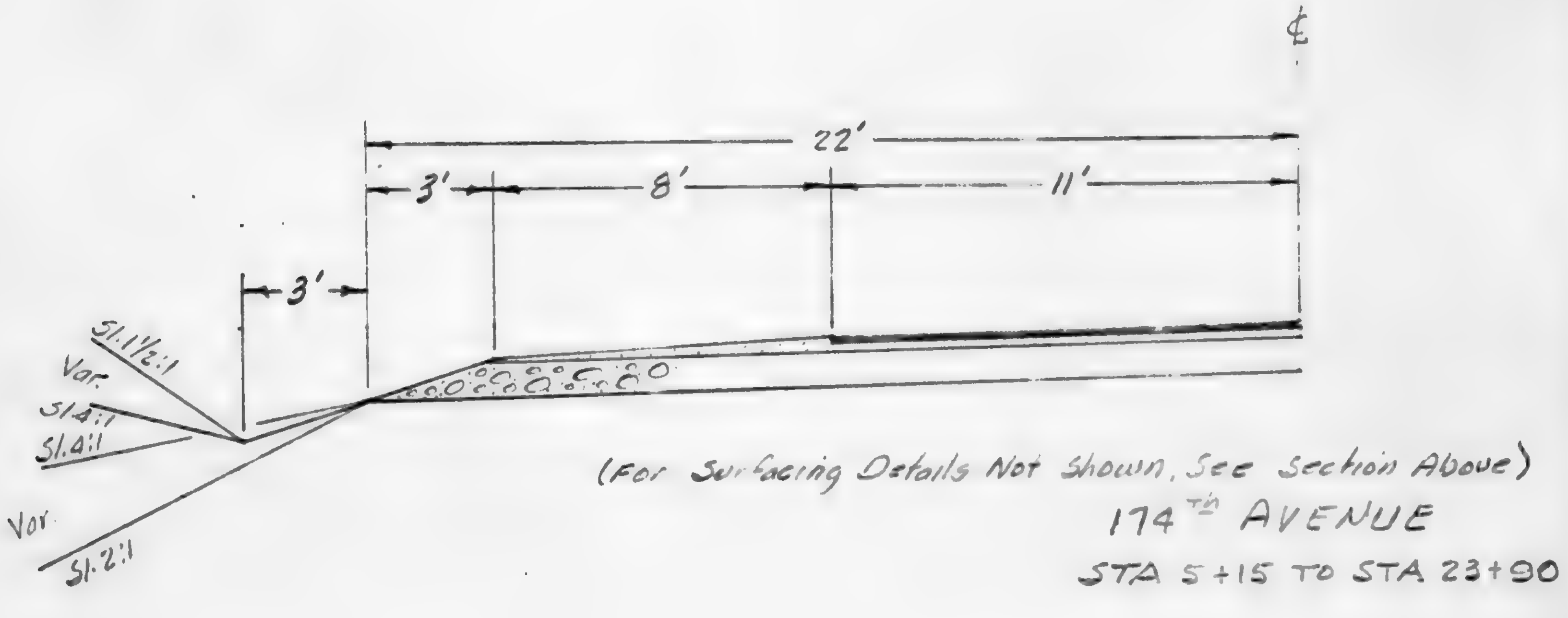
OREGON STATE HIGHWAY DEPARTMENT

Calculations for CORNELIUS PASS RD - CORNELL RD

Made by ...., 19....... Checked by ...., 19....... Backchecked by ...., 19.......


℄
17'
17'
3'
4'
10'
10
4'
3'
Asph. Conc. Wear. Course
Class 'B' Mix, Nominal Thkn 2"
Sl. 4:1
Var.
Sl. 1½:1
Top Course Base
Nominal Comp. Thkn.
Under A.C. 2"
Incl. Binder Course
On Shld'r. Area 4" Max
Bottom Course Base
Nominal Comp. Thkn. 8"
Sl. 3:1
Sl. 1½:1
Var.
Sl. 4:1

FRONTAGE ROAD - SURFACING


℄
22'
3'
8'
11'
3'
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 2:1

(For Surfacing Details Not Shown, See Section Above)

174th AVENUE

STA 5+15 TO STA 23+90

RECEIVED
APR 23 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

April 19, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-186(21), Cornelius Jct.-Cornell Rd. Section
Sunset Highway - Parcel 33616 (Stucki)

The review appraisal of $21,000 covering the above mentioned property is based upon the appraisal of fee appraiser Leroy Draper. The $21,000 is basically an allowance to build a road into the Stucki property due to the elimination of two access points that presently serve the property on the Sunset Highway. It is Mr. Draper's opinion that if the access problem is not cured the land would revert from $1,500 per acre land to farm land prices of $300 to $400 per acre. His appraisal contemplates the building of 2,500 feet of surfaced roadway at $12 a foot. Mr. Draper believes that if this road is not built the County or FHA would not approve the property for subdivision because 50 feet is required for roadway.

We would like to know what the width of the present accesses are to the Sunset Highway. We believe it is doubtful whether these accesses would be adequate for subdivision purposes. We further believe that the building of a 1,000 ft. of surfaced roadway into the Stucki property would more than offset the damages caused due to the loss of the two accesses.

We also wish to point out that the Stucki property has been sold on contract to H. R. Watchie & Associates and it is our understanding that they were aware that access would be controlled completely to the Sunset Highway. Therefore, it does not seem plausible that the after value should be affected to the extent outlined in Mr. Draper's appraisal. We also note some mathematical errors in Mr. Draper's computations covering cost to cure. He adds $13,000 and $9,000 and arrives at $21,000; it would appear he meant $22,000.

Before we can approve Federal participation in any settlement based upon this appraisal, we request a Supervisory Appraisal Review of Mr. Draper's value estimate.

RECEIVED
APR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original to Wright
4-22-63
ms

RECEIVED
MAR 27 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. March 25, 1963
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project F-186(21)
Cornelius Jct.-Cornell Road
Right-of-Way

Returned herewith are the approved right-of-way plans for the subject project. This office authorized acquisition of right-of-way on August 22, 1961. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

It is our understanding the review appraisal on File 33617 has been reduced from $22,000 to $9,885.

The project agreement will be forwarded for your approval under separate cover.

Attachment

RECEIVED
MAR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young - with plans
copies: Morgan
Wright

NOTED
LLOYD P. SHAW

RECEIVED
DEC 4 1962
FOR FILES

477 Cottage Street, N.E.
Salem, Oregon

November 30, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.7 Salem, Oregon

Oregon Project F-186(21)
Cornelius Pass-Cornell Road
Parcel 33617 - Berger

We will require a third appraisal by a staff or fee appraiser and a supervisory review of the above mentioned parcel. The present State appraisals are $14,500.00 and $21,000.00 with an appraisal review of $21,000.00. The selected appraisal allows $11,650.00 damages to the remaining property. The remainder will be located at the 185th Street Interchange and it is our understanding this is the heart of the proposed development by Watchie & Associates. It does not seem reasonable that such a strategically located remainder should suffer such high damages. Mr. Harold Meyer's appraisal of $21,000.00 does not take into consideration land economic studies of interchanges nor does he support his conclusions with sales data. We believe the requirement for another appraisal and supervisory review is justified.

There is a difference of opinion between the appraisers as to size of the property being appraised. Mr. Meyers uses 30.29 acres,, Mr. Gainer uses 22.80 acres. This difference should be resolved as it may affect the value estimate.

Mr. Gainer originally appraised the taking for $8,500.00 under the assumption that Watchie & Associates controlled the surrounding lands. On the assumption that the property must be treated as an individual parcel he raised to $14,000.00. It is our understanding that the subject parcel is part of the Watchie assembly. According to the appraisal record Watchie & Century West were aware of the highway development and the access control features at the time they purchased property in this area. This facet of the appraisals should be explored.

We request that we be advised of the findings of your Right-of-Way Division upon review of this case.

RECEIVED
DEC 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original to Wright
12-3-62

NOTED
R. L. PORTER

RECEIVED
DEC 17 1962
FOR FILING

MISC. CONTRACTS. and
AGREEMENTS No. [illegible]

Salem, Oregon
November 28, 1962

Agenda Item 4-e
Throughway Agreement
Cornelius Pass Road-Cornell Road Sec.
Sunset Highway
Washington County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement between the State Highway Commission and Washington County covering the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Washington County.

Secretary

rn
Attach: 1

RECEIVED
NOV 30 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

November 28, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Project F-186(21)
Cornelius Pass-Cornell Road

Please refer to Deputy State Highway Engineer R. L. Porter's letter, dated November 15, 1962, which included engineering cost estimates justifying the construction of a frontage road between 185th Street (Station 2932 left) and Cornell Road (Station 2996 left). After reviewing the estimates we agree that justification exists for construction of the frontage road. Federal participation will be allowed in such costs, subject to appropriate program approval and authorization to proceed.

RECEIVED
NOV 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
copy To Young
11-30-62

NOTED
R. L. PORTER

RECEIVED
[illegible] 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 27, 1962

T. Dec, Assistant Division Engineer
08-35.7 Salem, Oregon

Oregon Project F-186(21)
Cornelius Pass-Cornell Road
Parcel 30717 - Becken

We will require a third appraisal and supervisory review of the above mentioned parcel. The appraisal may be made by a staff or fee appraiser. At the present time the State has two appraisals of $57,000.00 and $70,900.00 with an appraisal review of $70,900.00. The wide variance between these estimates results primarily from a $6,075.00 difference in damages allowed to the remainder. The remainder will be located adjacent to the improved interchange. Neither appraiser has considered land economic studies or used sales, other than the before sales, to estimate the value of the remainder. The differences were not discussed in the review appraisal. There is also considerable difference of opinion as to the land value and value of buildings. Under these circumstances we believe the request for a third appraisal and further review is fully justified as a requirement for Federal-aid participation. We would appreciate being advised as to the results of the required further analysis.

RECEIVED
NOV 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Wright
11-28-62

NOTED
R. L. PORTER

RECEIVED
[illegible] 1962
FOR FILING

November 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Oregon Project F-186(21)
Cornelius Pass-Cornell Road
Sunset Highway
Washington County

Dear Sir:

Reference is made to your letter of October 1 concerning the frontage road on subject section between Station 2968 left and the existing frontage road which ends at Station 2996 left.

The construction of a frontage road complex between 185th Street (Station 2932 left) and Cornell Road (Station 2996 left) will preclude the necessity of carrying the county road over the main highway at 174th Street. Washington County has agreed to this arrangement which will terminate 174th Street at the Sunset Highway and will provide a frontage road on the north side of the highway between the 185th Street Interchange and the Cornell Road Interchange.

The frontage road between Station 2931 and Station 2996 can be constructed at an estimated total cost, including right of way, of $50,500. An overpass to carry the county road over the main highway at 174th Street will cost an estimated $189,290.

Accordingly, it is submitted that justification exists for the construction of a frontage road through the area under consideration in order to provide access between the two interchanges and avoid building an overcrossing at 174th Street.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

RMA:jd:ajw

Form E-106—10M—11-60
State Printing 31522

Job No. ....
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for CORNELIUS PASS RD. - CORNELL RD.

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

ESTIMATE #1 174th GRADE SEPARATION

STA. 5+15 TO STA. 23+90 (11' Lanes with 8' Shoulders)

ITEM		UNIT PRICE	AMOUNT
Gen. Exc. (Borrow Emb.)	75,000 C.Y.	$0.35/C.Y.	$ 26,250
Coarse Crushed Base	2838 Ton	2.25/Ton	6,385
Top Course Base	725 "	2.35/Ton	1,700
Asph. Conc.	504 "	4.96/Ton	25,000
36' x 285' Str.	7280 Sq. ft.	13.00/Sq. ft.	94,620
6' x 8' x 164' R.C.B.C. (30' Fill)	164 lin ft.	72.00/lin. ft (Wing Walls etc. $942.00)	12,750
			$ 166,729
		+12% Eng'r & Cont.	20,007
			$ 186,736 ✓
		TOTAL + R/W	$ 189,290

3.27 Acres R/W @ $200.00/a. = $654.00
Damage Estimate = 1900.00
TOTAL $2554.00

ESTIMATE #2 FRONTAGE ROAD 174th AVE. TO CORNELL RD.

STA 2967± TO STA 2997± (10' Lanes with 4' shoulders)

Gen. Exc.	6000 C.Y.	$0.35/C.Y.	$ 2100
Coarse Crushed Base	3900 Ton	2.25/Ton	8775
Top Course Base	960 "	2.35/"	2256
Asph. Conc.	730 "	4.96/"	3620
			$ 16 751
		+12% Eng'r. & Cont.	2010
			$ 18 761 ✓
		TOTAL + R/W	$ 19 587

4.13 Acres R/W (60' width) @ $200.00/a = $826.00

ESTIMATE #3 FRONTAGE ROAD 185th AVE TO 174th AVE

STA. 2931± TO STA. 2967± (10' Lanes with 4 shoulders)

Gen. Exc.	7200 C.Y.	$ 0.35/C.Y.	$ 2520
Coarse Crushed Base	4680 Tons	2.25/Ton	10530
Top Course Base	1224 "	2.35/"	2876
Asph. Conc.	875 "	4.96/"	4340
18 inch CMP	50 lin. ft	68.00/lin. ft.	3400
6' x 6' x 40' R.C.B.C. (10' Fill)	40 " "	51.00/ " " (Wing Walls etc. $942.00)	2982
			$ 26,648
		+12% Eng'r. & Cont.	3198
			$ 29,846 ✓
		TOTAL + R/W	$ 30,838

4.96 Acres R/W (60' width) @ $200.00/a = $992.00

Total frontage Rd. 185th Ave-Cornell Rd. $50,500

Form E-106—10M—11-60
State Printing 31522

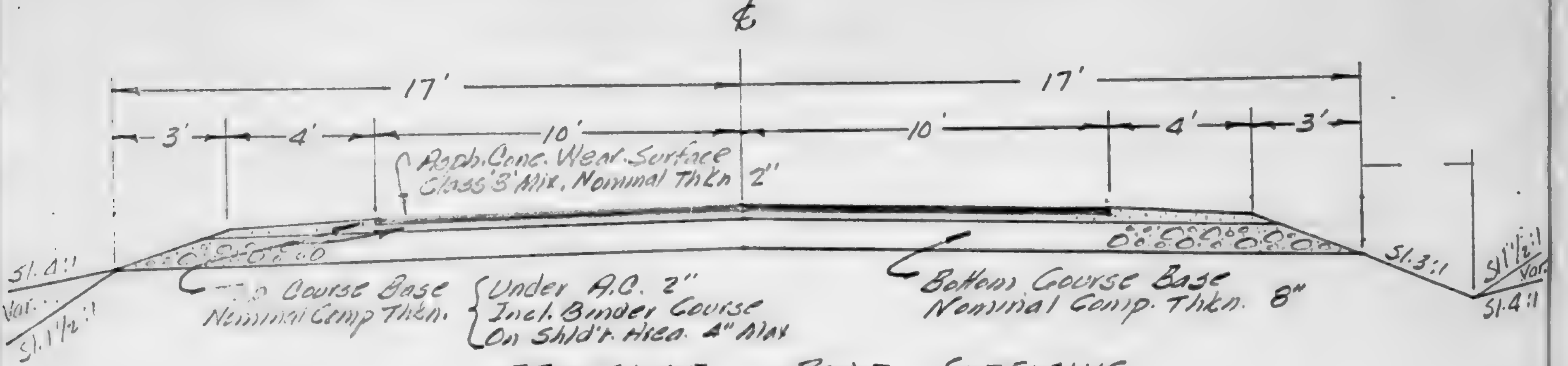
Job No. ....

Sheet .... of .... Sheets

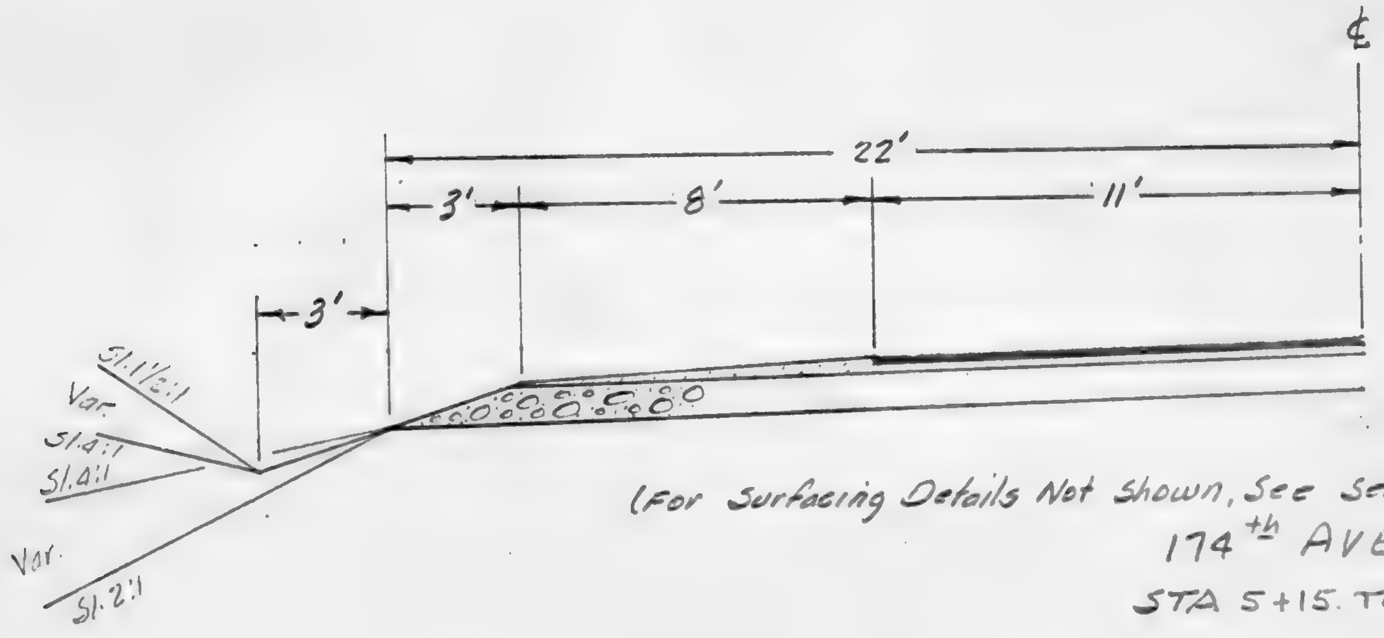
OREGON STATE HIGHWAY DEPARTMENT

Calculations for CORNELIUS PASS RD - CORNELL RD.

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......


℄
17'
17'
3'
4'
10'
10'
4'
3'
Asph. Conc. Wear. Surface
Class 'B' Mix, Nominal Thkn. 2"
Sl. 4:1
Var.
Sl. 1½:1
Top Course Base
Nominal Comp Thkn.
Under A.C. 2"
Incl. Binder Course
On Shld'r. Area 4" Max
Bottom Course Base
Nominal Comp. Thkn. 8"
Sl. 3:1
Sl. 1½:1
Var.
Sl. 4:1

FRONTAGE ROAD - SURFACING


℄
22'
3'
8'
11'
3'
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 2:1

(For Surfacing Details Not Shown, See Section Above)

174th AVENUE

STA 5+15 TO STA 23+90

RECEIVED
1962
FOR FILING
F-146

November 14, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 20 Highway Commission meeting will be the matter of entering into a throughway agreement with Washington County which covers proposed future improvements on the Sunset Highway between the Cornelius Pass intersection and the Cornelius Road intersection.

The Department has been acquiring right of way for converting this section to a four-lane freeway and for the future construction of an interchange at 185th Avenue. While construction in the area is not eminent, it is desirable that a throughway agreement be approved at this time. I recommend the matter have your favorable consideration and that you authorize the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox

RLP:ajw bbc

RECEIVED
OCT 3 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 1, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.7

Oregon Project F-186(21)
Cornelius Pass-Cornell Road Section

The State's right-of-way appraisals indicate that a frontage road is planned to serve properties on the north side of the Sunset Highway between the proposed 185th Street Interchange and the Cornell Road Interchange (Station 2933 to 2996). The frontage road will serve several large ownerships among which is the E. B. Westhoff Allen property (Parcel File 34561). Previously access to this property from Sunset Highway was acquired under Parcel File 32313. Therefore, there appears to be no reason to build a frontage road between the county road at Station 2968 and the existing frontage road which ends at Station 2996.

Before Federal participation can be approved in the cost of constructing the frontage road or the cost of acquiring additional right-of-way for the frontage road it is required that a study be made to determine if the cost of constructing the road and acquiring additional right-of-way is more economical than paying damages for closing existing accesses to the Sunset Highway. Your comments are requested.

original To Wright
copy To Morgan
10-2-62

NOTED
R. L. PORTER

S-23(50) Wallowa River & Hurricane Cr. 1964
Bridges, Hurricane Cr. Rd., FAS 497
#6445 at Enterprise

C4A 2708

[illegible]
NOV 25 1964
FOR FILING

[illegible]

6445

November 25, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 23, 1964, we wrote to you concerning release of final payment on contract #6445, awarded to Hamilton Const. Co., for 3 structures on the Wallowa River & HurricaneCreek Bridges of the Hurricane Creek Road (FAS 497) in Wallowa County.

Final payment on this contract is $2,012.50 and the total contract amount is $39,123.70. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamilton Const. Co.,
P. O. Box 1376
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 23 1964

[illegible]

6445

October 21, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 12 on Contract No. 6445. The contract was with Hamilton Construction Company and was for work on the Wallowa River-Hurricane Creek Bridges on Hurricane Creek Road, FAS 497, in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 21, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 18 1964
FOR FILING

6445

August 17, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Wallowa River and Hurricane
Creek Bridges
Contract No. 6445
Federal Aid Project No. S-23(50)

Work on this contract started August 13, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: C.H. Maison
L.H. Young
D.B. Parkes
~~F.A. Query~~

NOTED
FLOYD QUERY

RECEIVED
JUL 1, 1964
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6-118	F PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. S-23(50) 6445	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6 23 64	COUNTY Wallowa PROJECT NO. S-23(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.2 mi. S. to 1.1 mi. S. of Enterprise

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-64	0.020
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 44,275.00	$ 27,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Department)

By P. M. Hopkinson

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. [illegible]
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 23, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-23(5)

WALLOWA RIVER AND HURRICANE CREEK BRIDGES

ON HURRICANE CREEK ROAD (FAS 497) IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1964

Type Code X080
W. Fork Wallowa River Bridge (Br. #[illegible]) (Sta. 14+05 to Sta. 1[illegible]) (Contract 6445)

Remove Old Bridges	All Req. (34%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (34%)		1,360.00
Structural Excavation	125 cu. yds.	$ 8.00	1,000.00
Structural Excavation Below Elevation Shown	10 cu. yds.	15.00	150.00
Class "A" Concrete (33 cu. yds.)	All Req. (32%)		3,040.00
3' x 35' to 40' Prestressed Slabs	10 only	650.00	6,500.00
Metal Reinforcement (4,100 lbs.)	All Req. (33%)		759.00
			$13,709.00

Type Code X080
E. Fork Wallowa River Bridge (Br. #9300) (Sta. 10+13 to Sta. 10+73) (Contract 6445)

Remove Old Bridges	All Req. (28%)		$ 700.00
Shoring, Cribbing, etc.	All Req. (32%)		1,280.00
Structural Excavation	125 cu. yds.	$ 8.00	1,000.00
Structural Excavation Below Elevation Shown	10 cu. yds.	15.00	150.00
Class "A" Concrete (33 cu. yds.)	All Req. (32%)		3,040.00
3' x 30' to 35' Prestressed Slabs	10 only	550.00	5,500.00
Metal Reinforcement (3,900 lbs.)	All Req. (32%)		736.00
			$12,406.00

Type Code X080
Hurricane Creek Bridge (Br. #9301) (Sta. 3+82 to Sta. 4+20) (Contract 6445)

Remove Old Bridges	All Req. (36%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (34%)		1,360.00
Structural Excavation	125 cu. yds.	$ 8.00	1,000.00
Structural Excavation Below Elevation Shown	10 cu. yds.	15.00	150.00
Class "A" Concrete (37 cu. yds.)	All Req. (36%)		3,420.00
3' x 35' to 40' Prestressed Slabs	10 only	650.00	6,500.00
Metal Reinforcement (4,200 lbs.)	All Req. (35%)		805.00
			$14,135.00

Subtotal	$40,250.00
10% Engr. & Cont.	4,025.00
Total	$44,275.00

Length of 3 Structures - - - - - - - - - - 0.020 Mile

Federal Funds -	$27,800.00
State Funds -	8,237.50
County Funds -	8,237.50
	$44,275.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
AUG 12 1964
FOR FILING

June 5, 1964

Hamilton Construction Co.
P. O. Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 28, 1964, accepted your proposal for the Wallowa River and Hurricane Creek Bridges on Hurricane Creek Road at Enterprise in Wallowa County for the sum of $40,250.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6445. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland

fp

CONTRACTS and AGREEMENTS No. [illegible]

RECEIVED
MAY 14 1964
FOR FILING

S-22(50)
Bridge
6445

Salem, Oregon
May 13, 1964

FAS-C Construction Agreement
Wallowa River & Hurricane Cr. Bridges
FAS 497, Wallowa County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Construction Agreement with Wallowa County covering the Wallowa River and Hurricane Creek Bridges on FAS 497 in Wallowa County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wallowa County.

Secretary

rn
Attach: 1

RECEIVED
OCT 1 1963
FOR FILING

5-23(...)
6-44

9-19-63

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section WALLOWA RIVER AND HURRICANE CREEK BRIDGES Highway F.A.S. 497 County Wallowa Prefix 532-1461

Res. Engr. ______ Approx. Length of Project ____ Miles. Sta. ______ to Sta. ______ Date 9-19-63

Frost Penetration - *36"

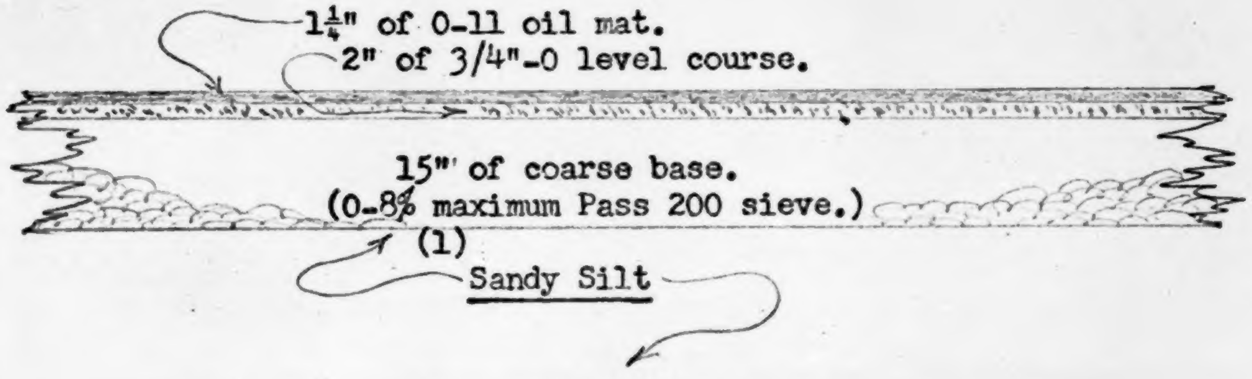
TYPICAL SECTIONS Traffic Classif. - MEDIUM HEAVY (LOGGING)

(1)

Typical Soil

47	LL
5	PI
98	% P 10
61	% P200
2	% Gravel
11	% C Sand
26	% F Sand
52	% Silt
9	% Clay
20	"R" Value (Corrected)

AASHO Classif. - A-5 (6)



The surfacing thickness design has been increased to equal ½ the depth of frost penetration.

Wallowa County to construct approaches.

Project Base Design provided to assure adequate subgrade width.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			1¼	0-11
			2	Level
			15	Coarse Base
15½			*18¼	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be provided by Wallowa County.											

Submitted by J W Yarbrough
Staff Assistant ~~Soils Engineer~~

Recommended by G. L. Decker
Asst Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by Lloyd B. Shaw
ASSISTANT ~~Deputy~~ State Highway Engineer

B.P.R.
cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

County-City (2)

PAVEMENT TYPE SELECTION (3)

WALLOWA RIVER & HURRICANE CREEK BR.
F.A.S. 497
WALLOWA COUNTY
Prefix 532-1461

Principal Factors Governing Selection

1. Traffic Classification: ______ Present ADT ______ 1980 ADT ______ % Heavy Vehicles ______
   (NOTE: Increase classification one step for heavy logging use)
2. Soils Characteristics: See design chart attached
3. Weather: Frost Penetration 36"± Annual [illegible] Precipitation 13"±
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: when constructed to present OSHD surfacing thickness standards
5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: No problem
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: No problem
10. Stimulation of Competition: Not appropriate
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat
13. Traffic Safety: No problem
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an O-11 oil mat has been selected.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6375 Ends with: Contract# 6445

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 118 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 23rd day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm